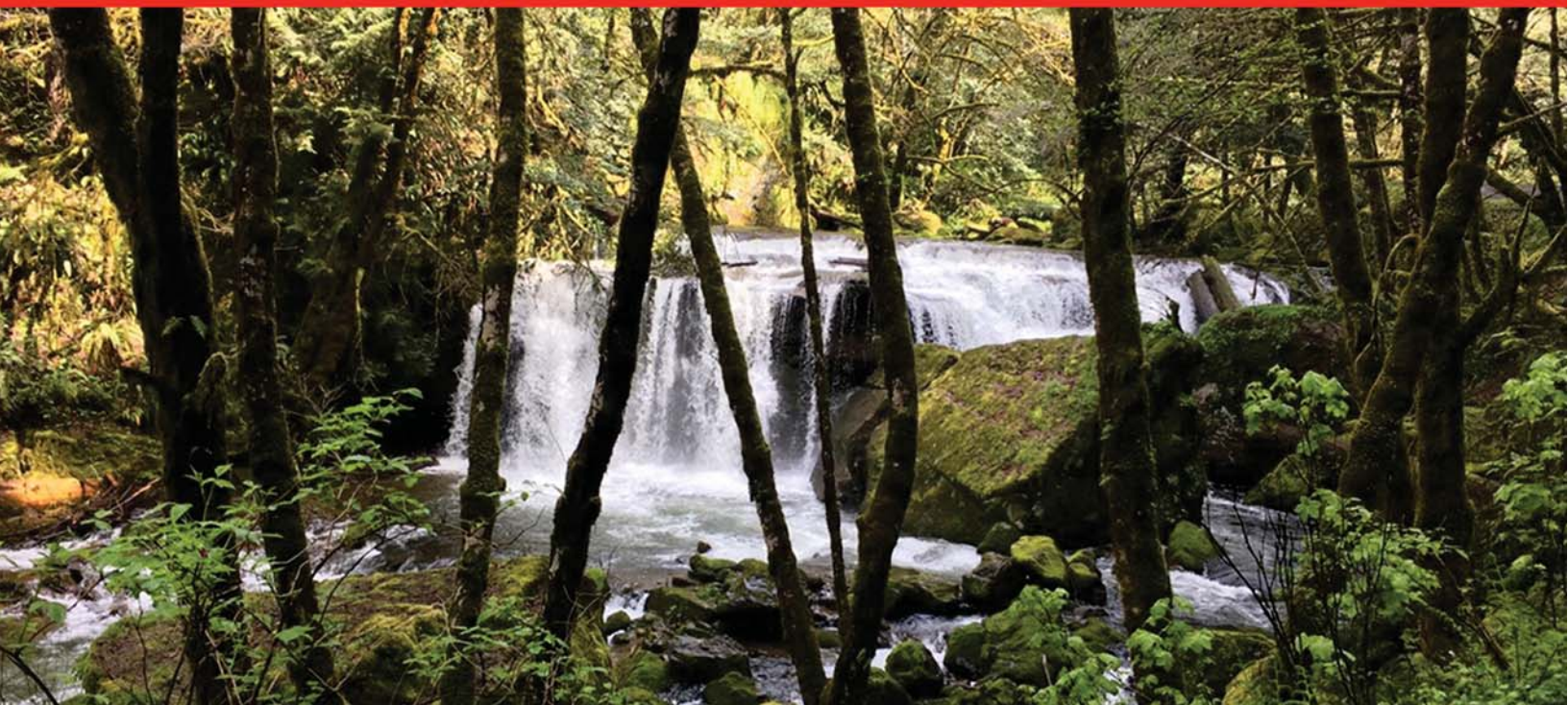




Saturday, April 25

68-Mile Run Relay



# **The Coos Bay Military Wagon Road**

This back road through the Coast Range is an historical artifact that exists today on almost exactly the same route travelled by Horace Brewster in 1865. The combination of primitive roads and Indian trails he followed from Deer Creek over the mountains and down the valley formed by the East Fork of the Coquille River became the first land connection between the Umpqua Region and Coos Bay. Previously, travellers from inland went by horse or stage to Scottsburg on the Umpqua River, by steamer to Winchester Bay at the river's mouth, by stage down the beach between the high tides to the North Spit of Coos Bay, and finally by riverboat across the bay to Empire City, North Bend or Marshfield.

Interestingly, although Brewster is given the credit for being the first white man to negotiate the above route, that honor actually belongs to Alexander McLeod and a small group of other Hudson's Bay Company trappers, who travelled up the river and over "The Mountain" from the west side in 1827 with a load of furs. McLeod and the 10 other Canadians in the Umpqua Brigade were also the first white men in Coos and Curry Counties.

The road was built with a land grant made by the government to the State of Oregon in 1869 to induce the building of a military road, to be called the Coos Bay Military Road. The state in turn transferred the grant to a private company, the Coos Bay Wagon Road Company, to build the road. The shenanigans this company was involved in during and after the building of the road form a colorful history in themselves.

Time was of the essence. Rather than engineer the best possible route, the company decided to use the rough-hewn trail followed by Brewster, which went by way of Lookingglass, Reston, Sitkum, Dora, Burton Prairie, and Sumner to tidewater at Coos City near Marshfield.

As you will see when you drive the Wagon Road, it proved to be a real endurance test for horses, wagon, stage drivers, and passengers. Like a roller coaster, the road goes up and down, around and through, range after range of coastal mountains, following for about a third of its length the beautiful East Fork of the Coquille River. It was pretty much a nightmare for the passengers, who had to endure 24 hours of winding, jolting road, with the possibility of a mishap and resulting destruction always a major concern.

The opening of the Coos Bay Military Road, later known as the Roseburg to Coos Bay Wagon Road, or simply, the Coos Bay Wagon Road, from Roseburg to Sumner in the summer of 1873 was not greeted with universal acclaim. One Coos County farmer called it "the greatest curse that will ever happen. The people of the valley will ship their produce here and will completely ruin our butter and egg market." But it served for a time as the all-important land connection between the South Coast and the Umpqua Valley. Many settlers in Coos and Curry Counties travelled this road to their eventual homes on the South Coast.

The Wagon Road persists today because of the timber industry and the people who continue to live and farm in the isolated mountain valleys it passes through. The road now is mostly paved with some gravel stretches, and it still largely follows the original winding route through scenic and remote valleys, canyons and ridges. It goes through a beautiful, largely unspoiled part of the Coast Range, taking the traveller back in time to a more serene and less hurried era. Enjoy it!



## **Roseburg to Coos Bay Relay Intro:**



This popular event was started in the early 1970's by a group of South Coast Running Club members who enjoyed the beautiful scenery and peaceful solitude of the Coos Bay Wagon Road that travels mostly through sparsely populated areas of the Coast Range. Later the Roseburg Track Club managed the relay, which had its 19th running in 1991. After a brief hiatus the South Coast Running Club and Camp Millennium Committee joined forces to revive the relay in a new format in 1997. The new format included a walk relay that starts at Laverne Park on the scenic North Fork of the Coquille River. The course follows the river to Fairview, where it joins the run relay course.

The Roseburg to Coos Bay Relay has a staggered start, beginning at 6 am at KPIC-TV in Roseburg. The first walk relay teams start at 10 am at Laverne Park. Both relays finish at The Coos History Museum in Coos Bay.

This “fun run and walk” are a fundraiser for Camp Millennium. Camp Millennium is a free summer camp for children dealing with a cancer diagnosis. The summer camp provides the kids a time to be themselves and to share in a variety of summer camp activities, such as hiking, fishing, archery, swimming, arts and crafts, horseback riding, and many other surprises. The goal of this week-long adventure is to provide the children with a camping experience that can be extended into their everyday lives. The South Coast Running Club is proud to be a contributing partner to Camp Millennium. All proceeds from this event will benefit the kids at Camp Millennium.

# ROSEBURG TO COOS BAY RELAY

## GENERAL INFORMATION

- **SUBSTITUTIONS:**

Any substitute team member must be registered and must turn in a signed waiver form before they can participate. Substitutions may be made without penalty up to two (2) weeks before race day. After that time, substitutions will be assessed a \$10 fee.

- **START LOCATION:**

KPIC-TV in Roseburg. From Interstate 5 City Center Exit 124, go West past Taco Time and left onto Umpqua Street to the TV station (see enclosed map). Park in the station parking lot.

- **TEAM VEHICLES:**

Please use only one (1) car, van, or Suburban per team members on your team. Roads are narrow. No RVs are allowed! Your vehicle must have a CAUTION RUNNERS sign on the back. There is one in the packet or you may create your own. The other team vehicle sign, with Team Name, Number, and Category, must be clearly displayed on a side window.

- **COURSE MAPS:**

You will be given an electronic version of detailed instructions for each leg. THIS IS IT. Download this to your smartphone before losing cell service, or print at home. In an effort to go-green and save on costs, paper copies will not be given. If you fear getting lost, you should carry maps of Douglas and Coos Counties (these should be available at AAA offices, free for members).

- **RACE NUMBERS:**

Each team will be given one race number. For competitive teams, your number five runner should wear the team number on leg 15. It is imperative that this number be worn on the front of the runner on the last leg by all teams so it will be available to our finish line folks for timing.

- **TIME SHEET:**

Each team will be given an official time sheet. Teams must carry a watch and the time sheet and keep their own leg times. It is advisable to have a backup watch just in case. Elapsed times must be recorded at the end of each leg. The second copy of the time sheet is for team use if desired. We encourage runners to make comments on each leg. We are particularly interested in any problems encountered on the course, such as hazardous exchange areas, poor directions for runner or driver, livestock encountered, etc.

- **SAFETY:**

- Except where specifically mentioned, you should always run on the side of the road, facing traffic. The flagged stakes and paint marks showing the locations of exchanges are all on the left side of the road. Keep track of your team members. Don't lose anyone. If someone seems overdue at an exchange area (30 minutes or more), don't wait too long before you send someone to look for them.

There is NO traffic control on the course. All participants must follow traffic rules. Vehicles are tougher than runners, so please be careful and RUN SMART. For emergencies, dial 911. Carry a First-Aid kit and safety vest and flashlights for running in the dark.

- **COURTESY:**

As this is a long event and we cannot afford to put out portable toilets at every

exchange so we have arranged to have a variety of trees and bushes at regular intervals. Please respect property owners along the course and stay away from

their lawns, trees, and bushes. Please do not relieve yourself within 100 feet of streams in order to protect our fisheries. Anyone observed relieving themselves on private property will have their team disqualified. We do want to be allowed to continue to use this beautiful course. DON'T ruin it for everyone.

## **RELAY RULES:**

Competitive teams may have only five (5) or fewer members.

Noncompetitive teams may have up to 15 members, however they will not be eligible for awards.

The following rules apply only to competitive teams:

- Teams must keep their runners in the same order for the entire race. Any change in rotation will result in automatic disqualification from awards.
- If a runner is forced to drop out because of an injury, the next runner in the rotation must take over and the original order will be followed. The injured runner may not reenter the rotation later.
- If a runner goes off course, they must return on foot to the place where they left the course and continue from there.
- Each runner must tag the next runner in the rotation at an exchange area. The next runner may not leave the exchange area until he/she has been tagged by the finishing runner. Please yield to other teams ahead of you and make this a fun and fair event.

Make sure your vehicle is gassed up before you arrive at the start. The next gas is at Four Corners in Fairview, some 49 miles from the start. You should also use the restroom at the gas station or the port-a-pot at the start area, since there is very little in the way of such amenities for the next 67 miles.

Please arrive at the TV station at least 30 minutes before your scheduled start time to pick up your race day materials and allow your first runner to warm up before the start. Team captains meet with the race director 15 minutes before the start.

- **DRIVERS:**

Check your odometer when you start driving from one exchange to the next one. There is nobody out there to flag you down if you drive past an exchange!

At several exchanges you will park on the left side of the road. Please be careful of runners and walkers going through the same area. Also be sure to watch for vehicles coming toward you!

Two or three of the relay exchanges have very limited parking. Please be thoughtful of other drivers and don't take up too much space when parking. Remember we share the narrow roads.

Please do not follow behind runners or in any way impede traffic.

- **RUNNERS:**

Don't hog the road, let the drivers pass you as you run down the narrow roads.

- **THINGS TO BRING:**

The weather in April is both unpredictable and changeable. Bring clothing for both cold and warm weather, including enough of everything so you still have dry clothes to put on after your last leg. Runners on legs 6, 7, 8, 12, and 13 should bring extra shoes in case the gravel portions of the course are sloppy. The team vehicle should be equipped with a clipboard (for the time sheet), a first aid kit, blankets, a cooler with ice, TP (biodegradable, please), a garbage bag (we don't want to litter this beautiful part of the world; please pack out all of your garbage), and lots of fluids. Remember there is NO support or any aid stations on the course. Bring everything you need to get at least to Four Corners. Teams anticipating finishing after dark should also bring reflective safety vests and flashlights.

- **ALCOHOL:**

It is against the law to carry an open container of alcoholic beverage in a vehicle. Let's not even think about doing this! Any alcohol should be placed in the trunk of your vehicle.

## • AT THE FINISH:

We encourage teams to finish together as a group on Front Street. Please make sure that your official runner (wearing the team number) leads the team across the finish. Everyone should stay on the sidewalk as much as possible, and follow all traffic rules as Highway 101 and Front Street are very busy streets. The sidewalk fades into railroad tracks as you sprint into the headwind down Front Street. Watch out for tripping hazards.

As soon as you finish, turn in your time sheet at the scorer's table. Finisher's medals will be available after your time sheet has been accepted by race officials. You will also receive a meal and beverage ticket.

Refreshments, courtesy of our wonderful sponsors, will be available. Other goodies can easily be purchased at Fred Meyer on the way through town.

The award's ceremony will take place within the Coos History Museum at about 5:00 p.m. Teams still on the course will receive their awards as they finish.

While you are relaxing at the Coos History Museum parking (party) lot, please complete the team comment sheet and turn it in at the scorer's table.

Awards will be given to the overall winning team, the top 3 teams in each category, and the team that finishes closest to their predicted time. There will be a Nominated Team Spirit Award. It is pretty simple. Teams will nominate who they think has the most team spirit.

**Special thank you to all who help make this event  
happen year-after-year.**

Coos History Museum, Seven Devils Brewery, Roto-Rooter  
EPUERTO, BNT, Abby's Pizza, Lookingglass Store  
Halfway Tavern, Fairview Community Church, Camp Millennium  
KPIC-TV Roseburg, Fred Meyer, The Dora Center

## **LOCATION OF TOILET FACILITIES:**

- Start- KPIC Roseburg
- Lookingglass Store ( end of Leg 2)
- Reston Exchange ( end of Leg 4)
- End of Leg 8
- Dora Library (Between Leg 8 and 9)
- Frona Park (end of Leg 9)
- Fairview Community Church ( end of Leg 11)
- End of Leg 13
- Finish-Coos History Museum

All Porta-Potties are donated by Roto-Rooter of Coos Bay and Roseburg  
Please respect the private property along the course and refrain from using  
their lawns, bushes, trees, barns, fence posts, etc...

## Relay Leg Information

Each leg has been assigned a difficulty rating based primarily on the amount of uphill (or steep downhill)

Rating	Description	Number of Legs Per Rating
(1) *	Easy as Pie	3 These legs are flat or slightly downhill
(2) **	Still Pretty Easy	3 These legs have slight uphill and a lot of downhill
(3) ***	Getting Interesting	3 These legs have some harder ups and/or downs
(4) ****	Definitely Challenging	5 These legs have real good ups and/or very steep downhills. Sick people like these legs.
(5) *****	OUTTASIGHT	1 There is only one of these legs. When you see it you'll know why

## RUNNER

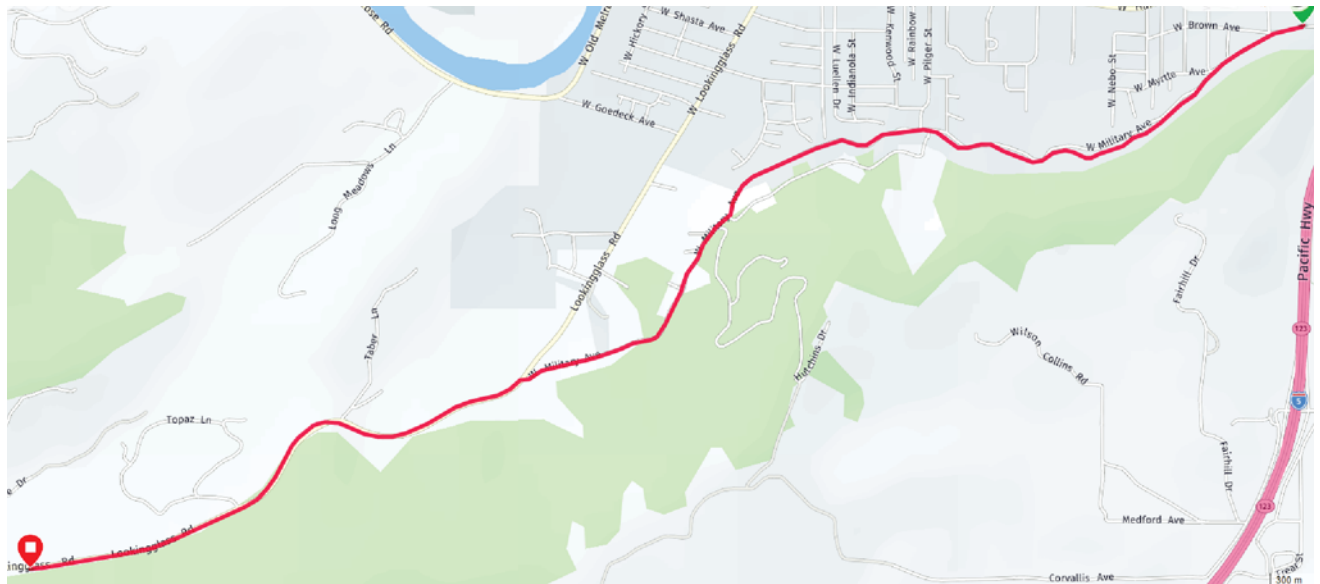
	1	2	3	4	5	TOTAL
<b>1</b>	Leg 1 3.81 (4)	Leg 2 3.70 (2)	Leg 3 3.42 (1)	Leg 4 5.04 (4)	Leg 5 3.38 (5)	<b>19.35</b>
<b>2</b>	Leg 6 5.58 (4)	Leg 7 5.31 (2)	Leg 8 6.24 (2)	Leg 9 3.51 (1)	Leg 10 4.78 (3)	<b>25.42</b>
<b>3</b>	Leg 11 4.08 (4)	Leg 12 4.33 (4)	Leg 13 4.6 (2)	Leg 14 5.98 (3)	Leg 15 4.14 (3)	<b>23.13</b>
<b>TOTAL</b>	13.47	13.34	14.26	14.53	12.3	<b>67.9</b>

**Leg 1      3.81 miles      ★★★★★      Definitely Challenging**

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**Leg 1      3.81 miles      ★★★★★      Definitely Challenging**



### Runner's Instructions:

The start is at the Northwest corner of the intersection of Umpqua St. and Military Ave. Go West on Military Ave. (stay left at all intersections) over rolling hills (mostly up) 2.4 miles to Lookingglass Rd. Go left 1.4 miles uphill to Exchange A. The Exchange is on the left across from the near end of a long gravel area on the right.

### Driver's Instructions:

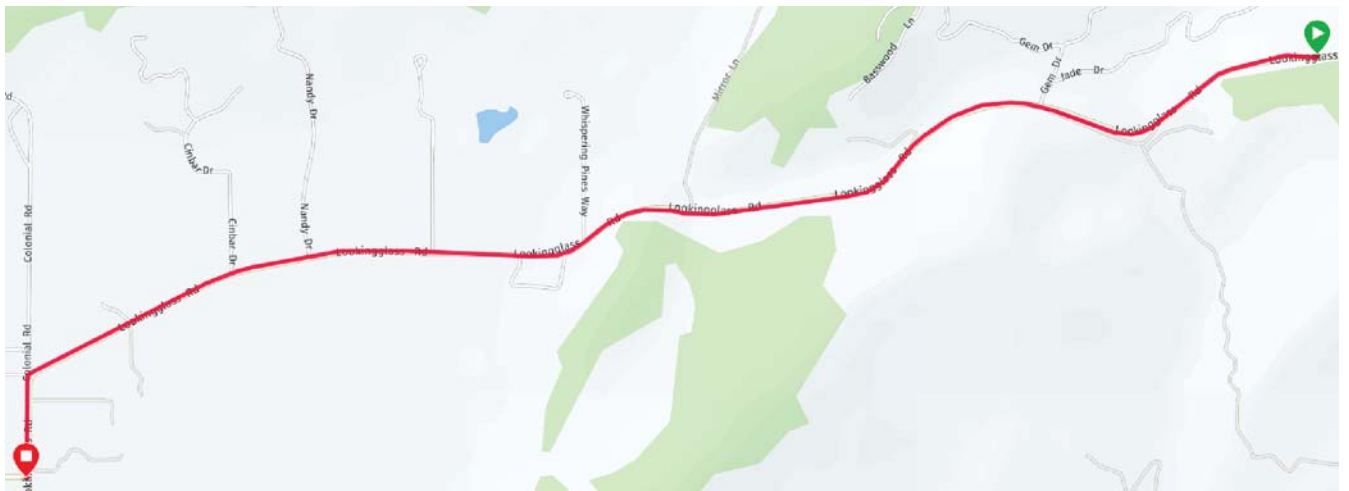
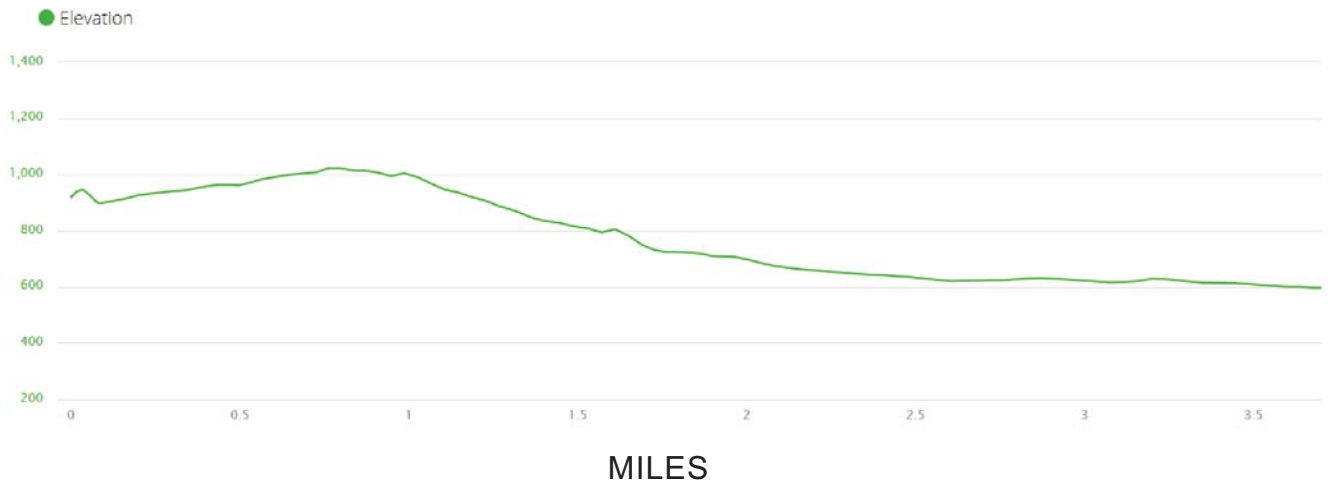
DO NOT go on Military Avenue!!! Go back down Umpqua St. 1 block to the stoplight at Harvard Blvd. Go left 1.4 miles, passing 4 stoplights, to Lookingglass Rd. (there is NO stop light here). Go left on Lookingglass Rd 2.6 miles to Exchange A. Park in the long gravel area on the right.

### Points of Interest:

Military Avenue travels along the side of Nebo Ridge. Mt. Nebo, visible from much of Roseburg, used to be famous for its herd of "weather goats." It was said that one could accurately predict tomorrow's weather from the location of the goats on the mountain. Encroaching civilization has drastically reduced the size of the herd.

### Fun Facts to Know and Tell:

Although Roseburg has an annual Rose Festival, the town was named for a man, not a flower. Aaron Rose was the first settler in the remote valley at the confluence of Deer Creek and the South Umpqua River, staking out a land claim in 1851 and opening a small store. The town that grew up on Rose's land claim was called Deer Creek; this was later changed to Roseburgh and finally to its present spelling in 1894. As the town grew, Rose opened a public tavern and became one of the community's leading citizens. When his town got into a squabble with the residents of nearby Looking Glass Valley about which should become the new seat of Douglas County, Rose donated \$1,000 and 3 acres of land for the court house. He got it.

**Leg 2****3.70 miles****★★****Still Pretty Easy****Runner's Instructions:**

Continue uphill 0.8 miles to the top of Lookingglass Hill. Go downhill and flat 2.6 miles to the Colonial Road intersection. Go left (South), continuing on Lookingglass Road, 0.3 miles to the Lookingglass Store at the intersection of Lookingglass Road and the Coos Bay Wagon Road. Exchange B is at the start of the Coos Bay Wagon Road.

**Driver's Instructions:**

Park on either side of the Lookingglass Store. There is a public port-a-pot on the side of the North Side parking lot.

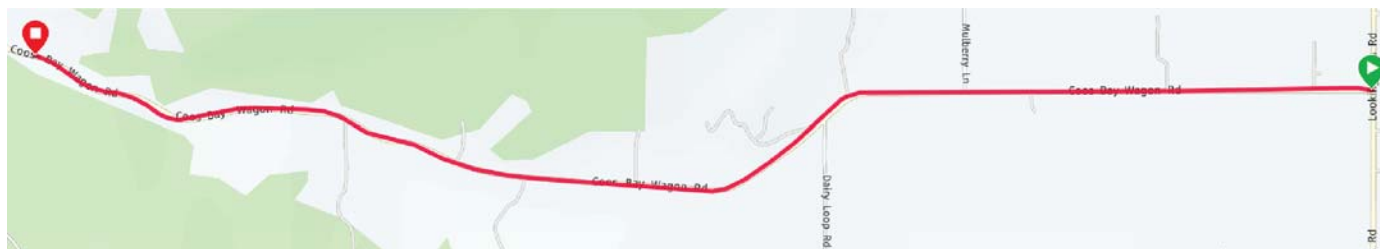
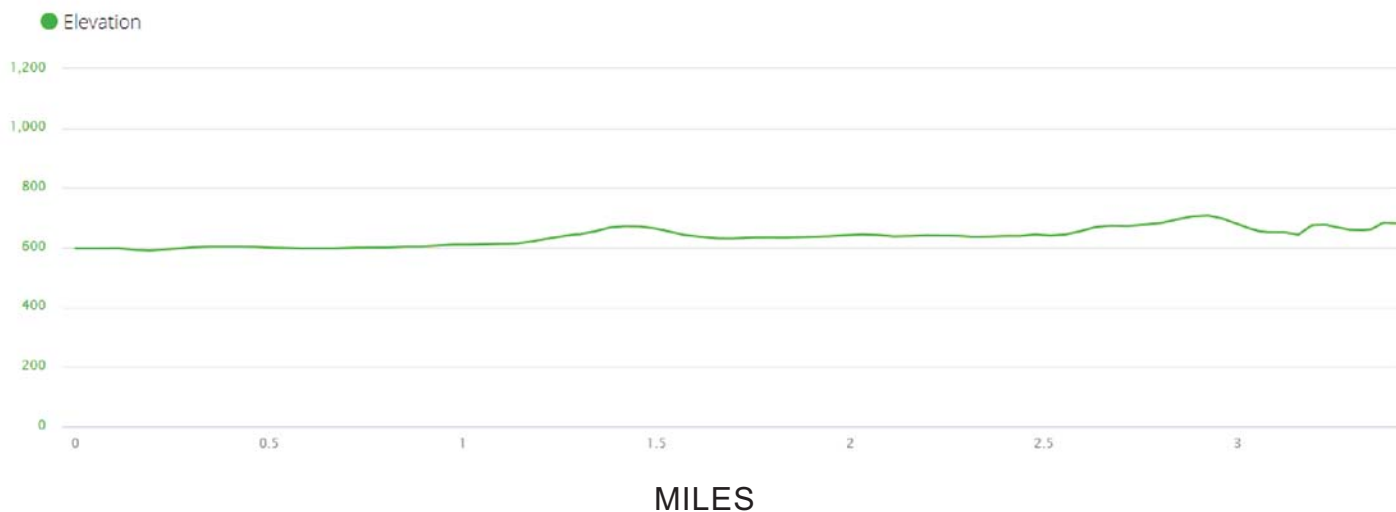
**Points of Interest:**

Notice the huge quarry on your left at 1.0 miles. It looks like they have already taken a big bite out of this hill! The intersection of Lookingglass Road and Colonial Road is called the Melrose intersection by locals. Melrose, some 12 miles northwest of Roseburg, is near the confluence of the North and South Umpqua Rivers.

The Lookingglass store will be open early JUST FOR US for those of you who may need a little morning coffee, or snack. Stop in and say hi to the awesome people who volunteer to give up sleep to come in to work early.

**Fun Facts to Know and Tell:**

The Lookingglass Store is now the business section of the town. There was more back in the heyday of the Coos Bay Wagon Road. In 1970, one old timer remembered the stage coach days when, as a boy, he sold water for 5 cents a dipper to coach passengers. He also remembered when drunks in the livery stable and the saloon across the road exchanged shots. "Bullets would fly across the road but they were too drunk to hit each other." Lookingglass was the site of a bloody Indian massacre in 1855, when a large group of angry white men attacked a smaller unarmed group of sleeping Umpquas. The Indians had peacefully surrendered to the settlers who lived in their neighborhood and were under the protection of two local farmers, one of whom was also the preacher! Needless to say, the Umpquas had no chance, and a few were saved only by intervention of the land owners.

**Leg 3****3.42 miles****Easy as Pie****Runner's Instructions:**

Go west, flat and slightly rolling, 3.4 miles to Exchange C. The Exchange is on the left at the near end of the pullout area on the left.

**Driver's Instructions:**

Park in the long pullout area on the left side of the road past the Exchange. DO NOT park before the Exchange. Be careful of runners going through the same area.

**Points of Interest:**

Look for the round barn on the right at 0.9 miles. It is the only round barn in this area. Built around 1860, it was mortised with wooden pegs and square nails and had a dirt floor. Legend says it has never been painted. Check out Plum Nearly Lane to the right at about 1.2 miles.

At about 2.4 miles there is a small sign on the right identifying Almosta Ranch. We wonder if this was inspired by Plum Nearly Lane.

**Fun Facts to Know and Tell:**

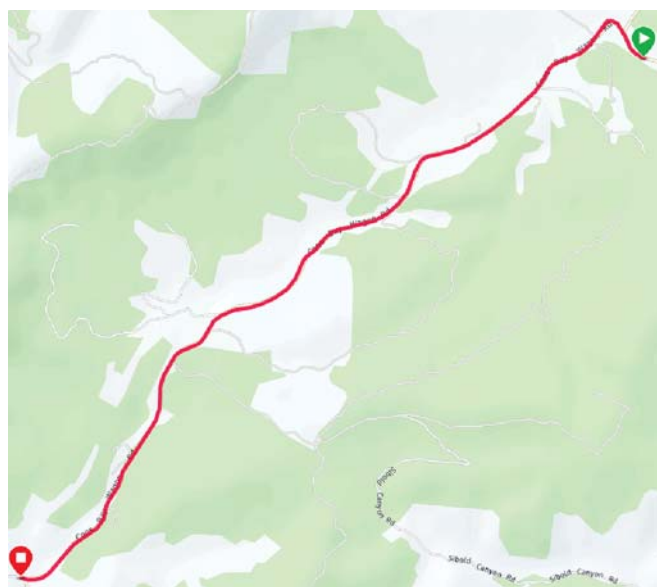
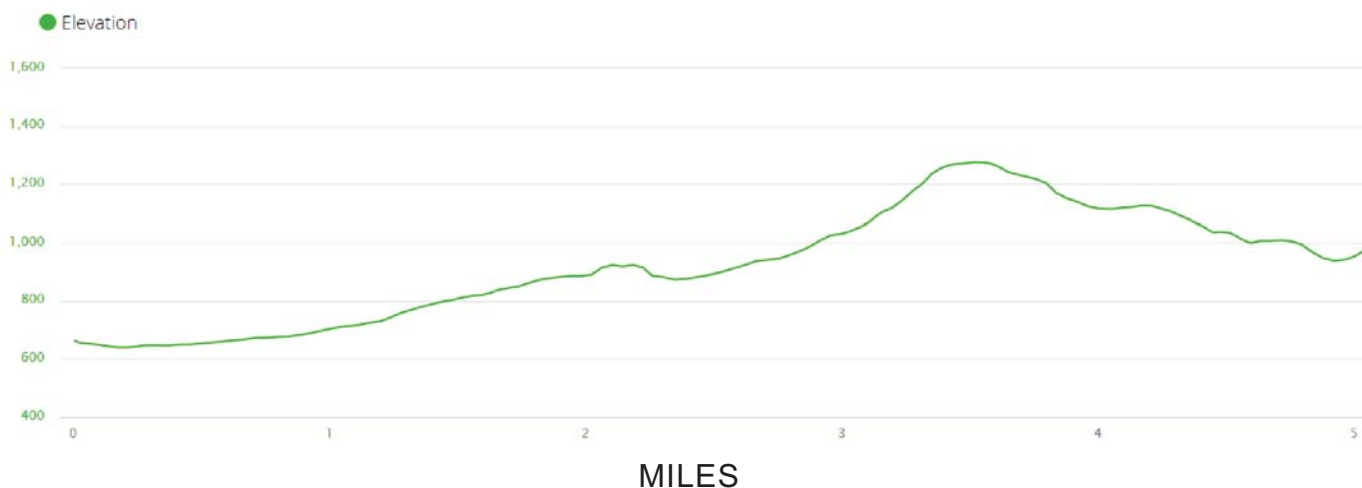
When first seen by whites, the green, green, grass of this valley reflected the rays of the sun so purely that 1846 pioneer Hoy Flournoy was struck by the metaphor of a mirror. Hence the name Looking Glass. The valley is now called Flournoy Valley, but the townsite retains a modified version of the original name.

## Leg 4

5.04 miles



Definitely Challenging



### Runner's Instructions:

Continue West 0.2 miles to the Flournoy Valley Road intersection. Go straight ahead 0.7 miles to the start of a rolling uphill. Continue 2.6 miles to top of hill. Go downhill 1.5 miles to Exchange D at the Reston Road intersection. The Exchange is at the far end of the wide triangular intersection on the left.

### Driver's Instructions:

Park in the wide triangular intersection on the left. Be careful of runners going through the same area.

### Points of Interest:

Welcome to the Race Director's choice as the ugliest individual leg in the race. Although leg 5 is much steeper, it only goes up former 1.9 miles, whereas this one goes up seemingly forever!

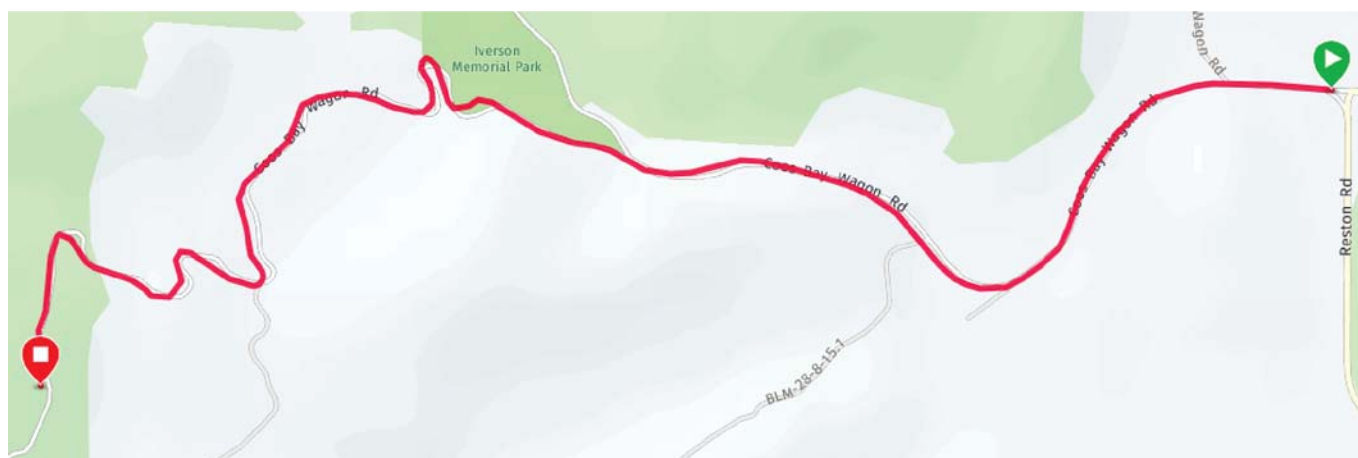
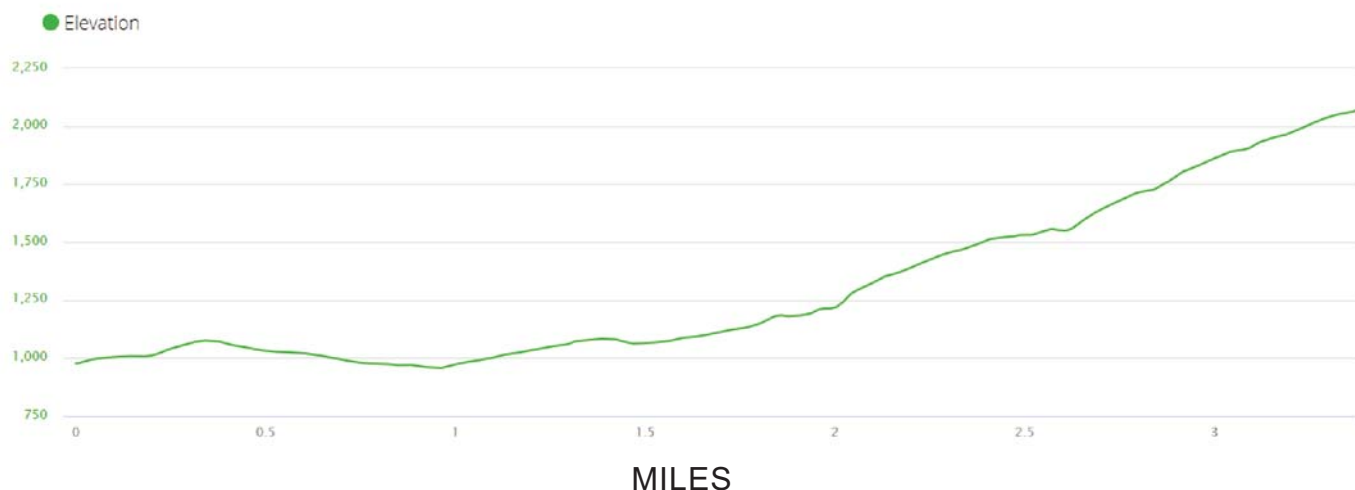
As the proverbial crow flies, Camp Millennium is approximately 24 miles due north of the half-way point in this leg. Since you can't fly like a crow (especially on this leg), it would be quite a bit further to run because of all the up and down between here and there. You'll appreciate that more after you finish the leg.

Just before the end of this leg, at 4.9 miles, look for the large 2-story house on the right with 2 covered porches and an even larger barn. This is the Arthur Johnson place, completed in 1911.

The road to the left at the Exchange goes to Tenmile on Highway 42, now the major route from Roseburg to the Southern Oregon coast. Between Reston and Tenmile there are two or three wineries within a distance of less than 5 miles. But alas, it's probably too early for wine today! So we'll stay on the Wagon Road.

### Fun Facts to Know and Tell:

Reston was the first stage stop on the Coos Bay Wagon Road. There was a tavern run by the Weekly family at the intersection, and the Johnson place noted above was built to be the stage stop. The latter is the sole survivor of Reston. The Post Office hung on until 1934, when it was taken over by the one in Lookingglass. That one lasted only until 1942.

**Leg 5****3.38 miles****★★★★★****OUTTASIGHT****Runner's Instructions:**

Continue West (straight ahead). The first 1.5 miles are rolling to a fork in the road. DO NOT take the right fork (Burnt Mtn. Rd.). Go left, STEEP, STEEP, STEEP uphill 1.9 miles to Exchange E. The Exchange is at the near end of the wide pullout area on the left.

**Driver's Instructions:**

Park in the wide pullout area on the left (please don't take up much space-this is a small area). Be careful of runners going through the same area.

**Points of Interest:**

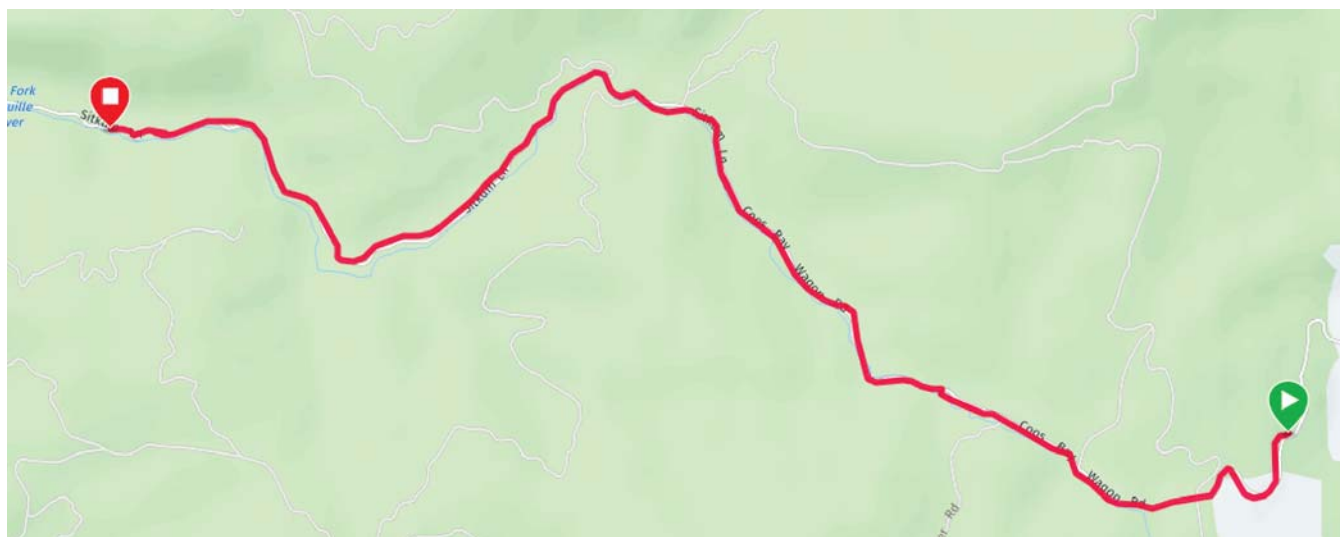
There is a herd of Texas longhorns in the fields between 0.3 and 0.7 miles. This is probably the last point where you can enjoy anything on this Leg!

This is one of the current Race Director's favorite legs. Don't be surprised if you see her jump out of a car and start running with you. The trick is to ask open-ended questions, or else she will try to engage you in deep conversation while you crawl up the switchbacks.

**Fun Facts to Know and Tell:**

Reston Ridge, the tortuous hill on this Leg, was thrust up millennia ago when the North American Continent was formed. Unlike the Cascade Range, the Coast Mountains are mostly not volcanic in origin, but resulted from the collision of two large "continental plates." One of them slid under the other, causing the second one to buckle and fold. Unfortunately for the person who gets to do this Leg, a lot of folding occurred where the Wagon Road goes. Reston Ridge is part of the Tyee Formation; which is composed of very hard rock. It sits on top of layers of softer rock that have eroded around it over the millennia, producing the Umpqua Valley and the river valleys to the West. The hard rock, unfortunately, has not eroded very much.

Just imagine the difficulties faced by covered wagons and stage coaches in ascending this hill! It must have been a hair-raising part of the trip to Coos Bay.

**Leg 6****5.58 miles****★★★★****Definitely Challenging****Runner's Instructions:**

Continue STEEP uphill 0.7 miles to top of hill. Go STEEP downhill 2.1 miles to end of pavement and another 2.5 miles on gravel to Exchange F. The exchange is at the far end of the pullout area on the left.

**Driver's Instructions:**

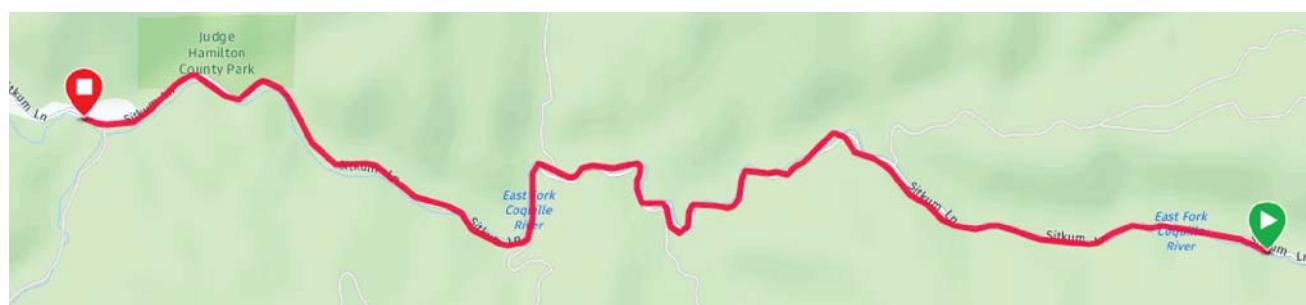
Park on the left in the pullout area. This is another small area so please conserve space. Be careful of runners going through the same area. There is additional parking on the right past the exchange. Be sure to get your vehicle off the road as far as possible.

**Points of Interest:**

On this Leg you pick up the East Fork of the Coquille River as it descends into Brewster Canyon. It first appears on your left about a mile after you start downhill. Notice how small it is at this point. If we didn't know better we'd call it a creek.

**Fun Facts to Know and Tell:**

Do you wonder why the asphalt ends in what appears to be the middle of nowhere? This occurs at the Douglas County/Coos County line. Apparently Coos County has more important things to do with its money (see also Leg 8).

**Leg 7****5.31 miles****★★★****Getting Interesting****Runner's Instructions:**

This Leg is Easy as Pie for a downhill runner, but not for most of us. Continue downhill (mostly) and flat on gravel 5.9 miles to Exchange G. The Exchange is on the left across from the first driveway to the rock storage area on the right.

**Driver's Instructions:**

Park in the rock storage area on the right (unless the road rockers are working today-in that case you are on your own!). There is more parking on the left side before the Exchange where Camas Creek Road goes to the left and across the river.

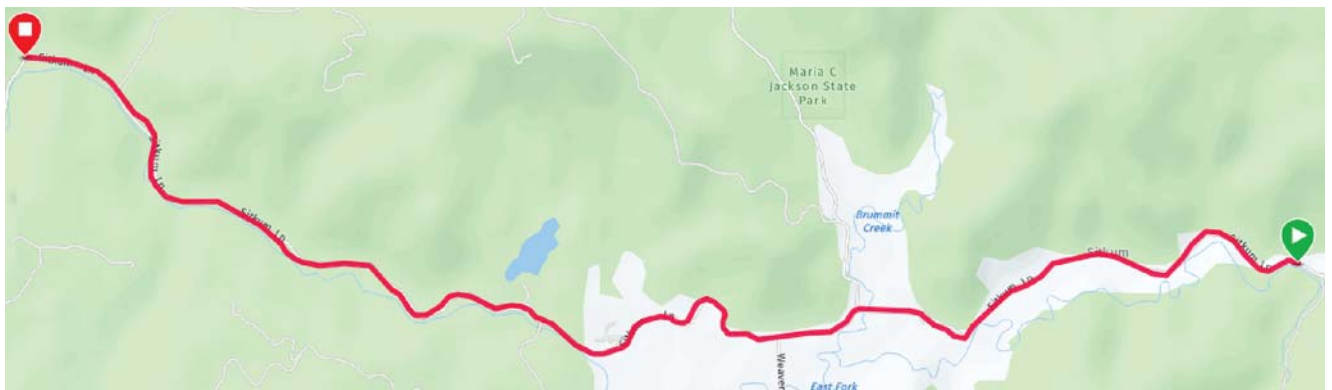
**Points of Interest:**

This is an extremely scenic section of the course as you continue along the East Fork further down into Brewster Canyon. There is a lot of water noise and quite a few attractive falls on the river, first on your left and later on your right (that's because the river is going downhill fast too!). Notice how the river grows as more creeks join it from both sides.

Be sure to watch for the Sharp Curve sign at about mile 3 (as if you haven't seen any sharp curves before this!!!). A little ways past the Sharp Curve sign you will see one of several gorgeous waterfalls on this leg. It's worth a look on a nice day (or even if it isn't so nice).

**Fun Facts to Know and Tell:**

Brewster Canyon was named after Horace Brewster, who first explored this beautiful part of the world in 1868. As he came over the Coast Range from Douglas County, Brewster followed an old Indian trail along the East Fork down into the valley that also bears his name (we'll get there in the next Leg). In 1871-72 he built a 5-mile section of the Wagon Road that is still called Brewster Grade.

**Leg 8****6.24 miles****★★****Still Pretty Easy****Runner's Instructions:**

Even more than Leg 7, this Leg is Easy as Pie for a downhill runner. Continue slightly downhill and flat 2.0 miles to end of gravel. Continue on pavement 0.1 miles to Sitkum intersection. Go left 4.1 miles flat and downhill to Exchange H. The Exchange is on the left across from the middle of a large pullout area on the right.

**Driver's Instructions:**

Be careful on this Leg!! There are several sections of what appears to be permanent 1 lane road where the river swallowed up pieces of the road some years ago. At the Exchange, park in the large pullout area on the right.

**Points of Interest:**

As you leave Sitkum, you be on what the idiots that put the new rural house numbering system in Coos County named Sitkum Lane. It is still the Wagon Road, if only in an historical sense. We will encounter several examples of this idiocy in the next few legs.

Shortly after the start of this leg, you emerge from Brewster Canyon into beautiful Brewster Valley. Notice how the river flattens out and slows way down!

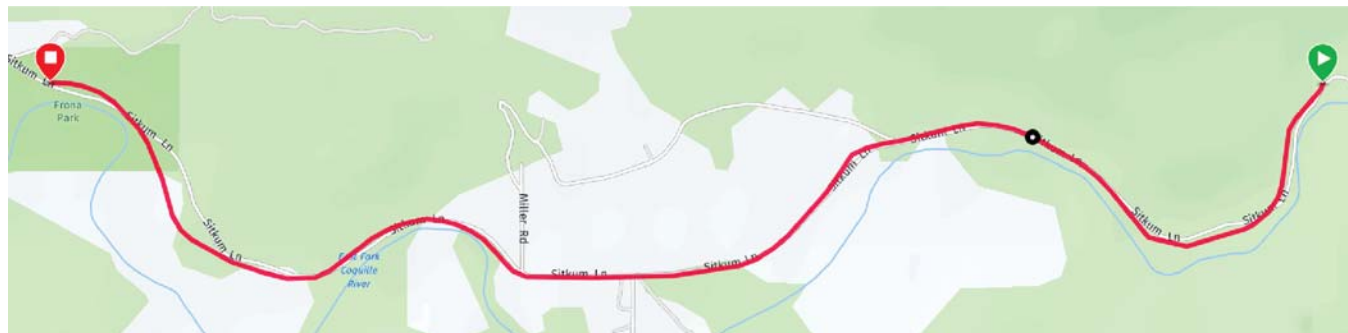
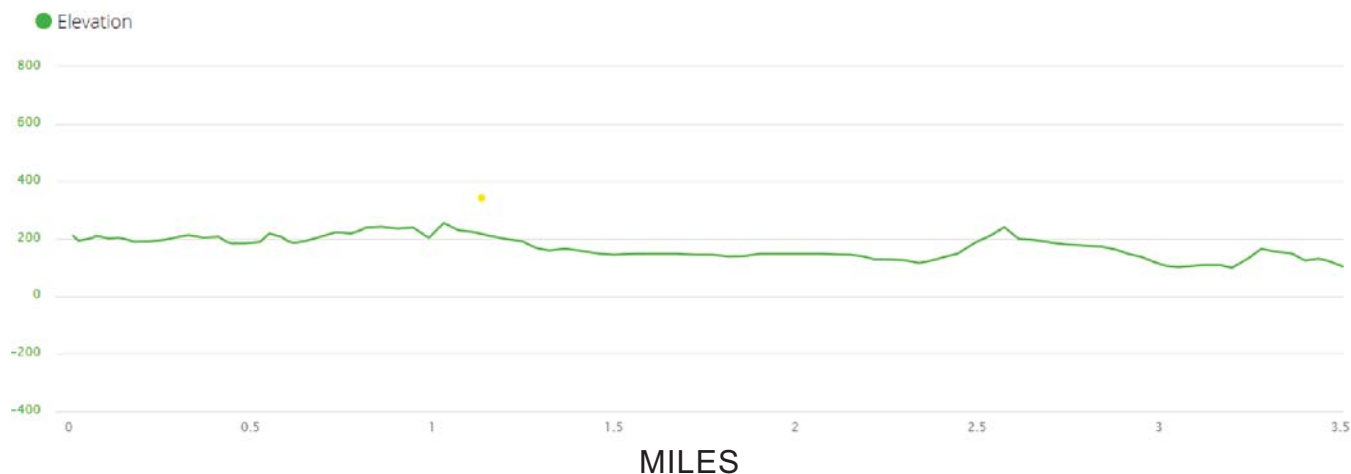
About 0.1 miles past the Sitkum intersection, the former 2-room Sitkum School, along with the old gym, is on the left side of the road. The schoolhouse is now a residence.

Soon you will be back in the final section of Brewster Canyon, with the river again crashing into and over large boulders and around huge granite blocks as it descends along with you. This is another very scenic part of the Wagon Road.

Watch out for cattle drives on this Leg. They don't like being run through and they make a mess of the road.

**Fun Facts to Know and Tell:**

Sitkum is a Chinook jargon word for half. It was established in 1872 as a stage stop for travelers on the Wagon Road. All stages stopped at the Halfway House, which was a combination eating place, tavern, overnight rooming house, post office, and telegraph station. After many years of serving dinner to stage passengers and other hungry travelers, Halfway House burned down. Not a trace of it remains. The rest of the town folded, except for a few residences.

**Leg 9****3.51 miles****Easy as Pie****Runner's Instructions:**

Continue slightly downhill and flat on "Sitkum Lane" 2.0 miles to the Dora intersection. Go straight ahead rolling and flat 1.5 miles to Exchange I at Frana Park. The exchange is at the far end of the pullout area on the left.

**Driver's Instructions:**

Park inside Frana Park (if you or a team member needs a restroom or needs to play) or in the pullout area on the left (be careful of runners going through the same area).

**Points of Interest:**

The infamous Dora Store, now closed, is just before the Dora intersection.

The Dora Library has running water, flushing toilets! They welcome all runners!

The mammoth 2 story house on the right about 0.3 miles from the Dora intersection is the historic Abernethy House. It was built over a 20-year period in the early 1900s to serve as a stage stop. By the time Abernethy completed the house, the automobile had replaced horse drawn stages and wagons, and other transportation routes had replaced the Wagon Road. So Abernethy and his wife made a home out of it!

**Fun Facts to Know and Tell:**

Dora was first settled in 1869 by John Silverly, who sold out 2 years later to a Mr. Roach. The name Dora was given to the town by Roach in honor of his little girl.

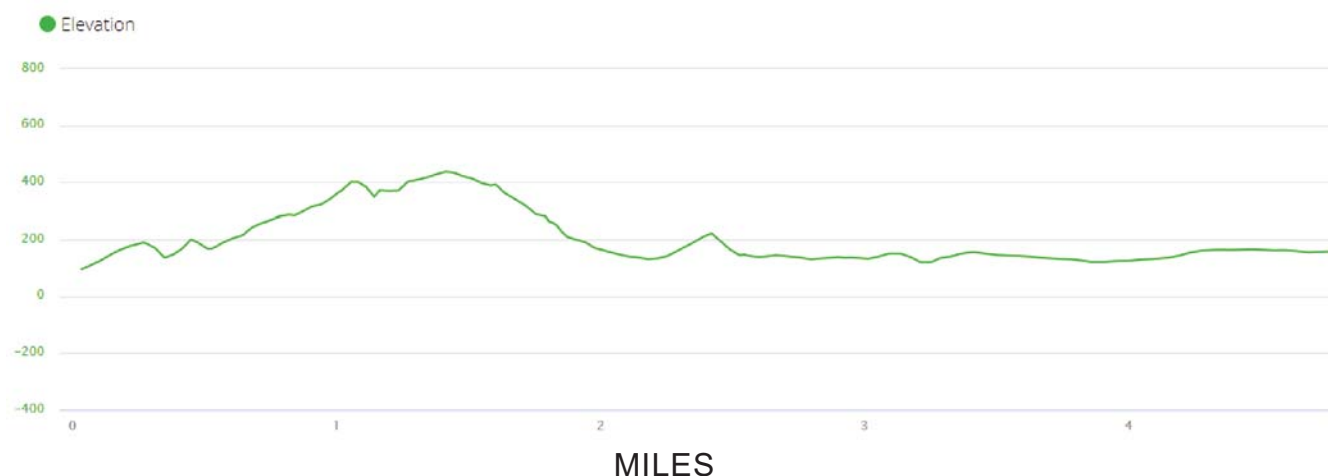
Frana Park was one of five parks created when the government took back much of the land granted to the Coos Bay Wagon Road Company because of crooked and otherwise shady land dealings. Reuben Mast, who came from North Carolina as a youngster with his family in 1873, settled on the North Fork of the Coquille River. He later became a county judge and was instrumental in creating this park system for the County.

## Leg 10

4.78 miles

★★★

Getting Interesting

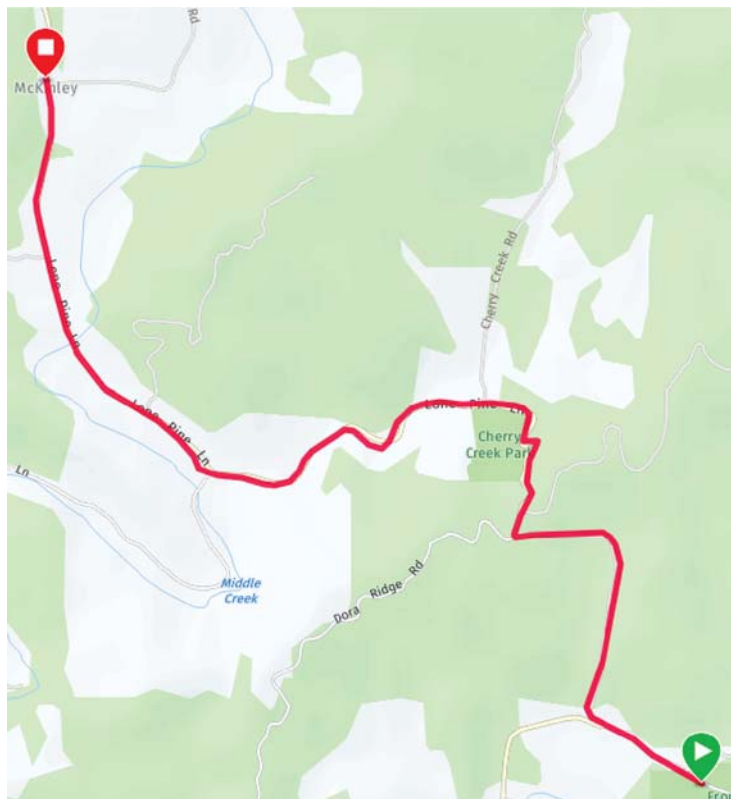


### Runner's Instructions:

Continue 0.4 miles to the Myrtle Point-Gravelford intersection. **BE SURE** to turn right. **DO NOT** follow the yellow lines in the middle of the road to the left. You will now be on what the idiots (see Leg 8) named Lone Pine Lane. Go uphill 1.0 miles to the top of Dora Ridge. Continue .8 miles downhill to the Cherry Creek Road intersection. Go straight ahead 1.1 miles through McKinley (don't blink) to the McKinley Lane intersection. Go straight ahead 1.6 miles to Exchange J at the Middle Creek Road intersection. The Exchange is across from the middle of the intersection.

### Driver's Instructions:

In spite of the instructions above, some runners do not turn right onto "Lone Pine Lane" at the Myrtle Point Gravelford intersection. If you think your runner might be one of those, you might want to get to the intersection before them and wait. You don't have much time though! At the Exchange, park on the right in the pullout areas on either side of the intersection. These are fairly small areas so please don't take up too much space.



### Points of Interest:

Just past Frona Park, the East Fork of the Coquille River, which has been with us for some 20 miles, turns to the South, eventually joining the North Fork at Gravelford.

There are restrooms in William Ham Bunch Cherry Creek County Park at the Cherry Creek Road intersection if you blew it and forgot to use the one at Frona Park or Dora Library, or if you are just now getting nervous about your last Leg. Bunch, a sawmill operator, farmer, and school teacher lived in the McKinley area for many years.

At 2.7 miles, about 1/2 mile past the Cherry Creek Road intersection, the McKinley Garage on the left is the sole survivor of the town of McKinley.

### Fun Facts to Know and Tell:

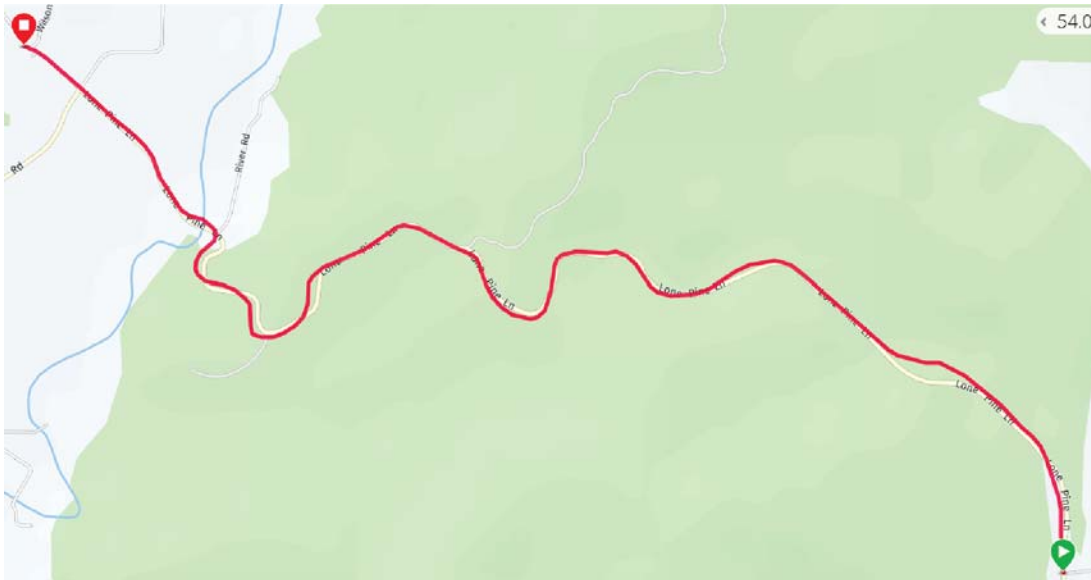
McKinley was named for President William McKinley, who happened to be in office when the post office was opened. It is said that some folks around here are so nostalgic about the past that they still write in McKinley's name at presidential elections. Nothing remains of the village but the old Garage and gas station mentioned above.

## Leg 11

4.08 miles

★★★★

Definitely Challenging



### Runner's Instructions:

Continue straight ahead on "Lone Pine Lane" mostly uphill 2.1 miles to the top of Hudson Ridge. Go STEEP downhill and flat 1.8 miles to the Four Corners intersection in Fairview. Go straight ahead, on what the idiots named Fairview-Sumner Lane (see Leg 8) 0.2 miles to Exchange K at the Fairview Community Church. The Exchange is at the Church sign. This exchange is not flagged.

### Driver's Instructions:

Park in the Church parking lot. Be careful of runners and walkers coming through the same area.

### Points of Interest:

Check out the dirt road at 1.2 miles. We don't know where it goes, but it looks like the shortcut to the top of Hudson Ridge, even if it is straight up!

The bridge at 3.4 miles as you enter the valley crosses the North Fork of the Coquille River. The walk relay started at Laverne Park, which is about 5 miles north of Four Corners on the North Fork.

Notice the huge Bonneville Power Substation on the left just before you get to Four Corners. It looks big enough to serve an area much larger than this valley ! Ever wonder why something like this might be way out here?

### Fun Facts to Know and Tell:

The valley formed by the North Fork of the Coquille and its tributaries used to be called Burton Prairie, named after Eliza Burton, an early pioneer who settled here in 1853. He didn't last long, however, being killed the next year by Indians.

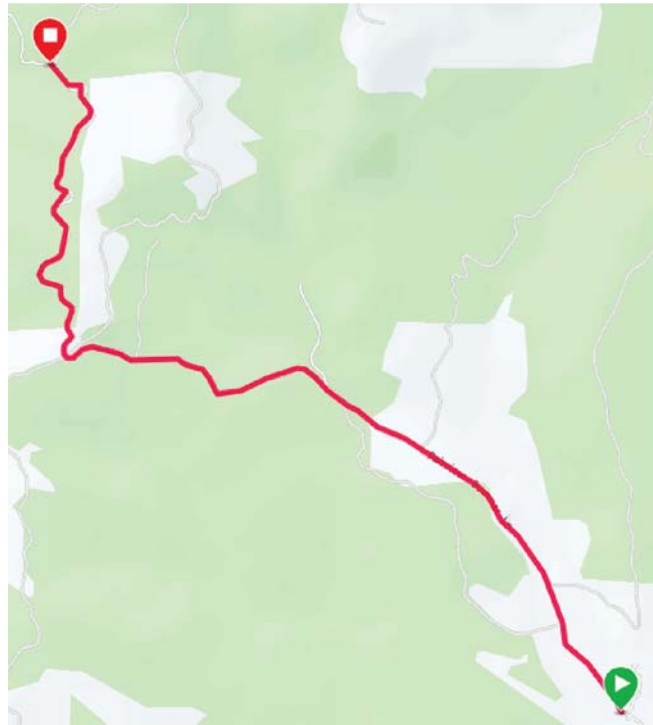
In the early 1870's a man named Brockman built a large house and barn on a hill near the North Fork where travellers on the Wagon Road could stop for meals and a bed. When a post office was located there, someone suggested the name Fairview, because there was a fair view of Burton Prairie.

## Leg 12

4.33 miles

★★★★

Definitely Challenging



### Runner's Instructions:

Continue flat to rolling 1.5 miles to end of pavement. Go uphill 1.7 miles on gravel. Go 1.3 miles rolling and downhill on gravel to Exchange L at the intersection of Blue Ridge Road. The Exchange is at the far end of the pullout area on the left.

### Driver's Instructions:

There is a walk relay exchange at 2.9 miles. DO NOT stop there and wait for your runner, who might think they are done. Continue 1.6 miles to the Exchange.  
Park in the pullout area on the left (be careful of runners and walkers going through the same area).

### Points of Interest:

Smile for the cameras in the surveillance area while you are running up the hill (if you can lift your head).  
Blue Ridge Road is a challenging road to run. Maybe even OUTTASIGHT! Try it sometime (probably not today).

### Fun Facts to Know and Tell:

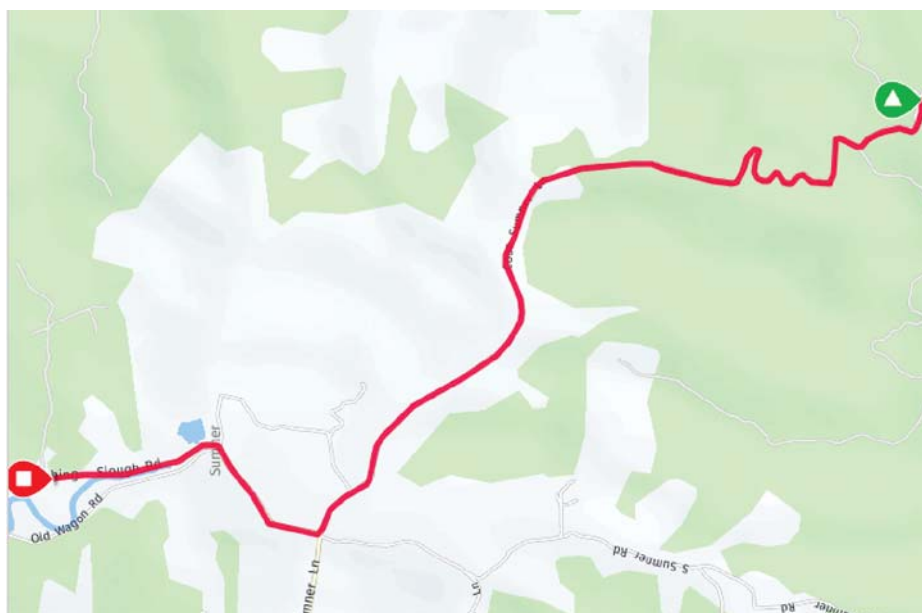
The hill in this Leg is known as Blue Ridge. If you look at the ridge from afar, it looks blue. We'd guess it must have looked that way to the person who named it too! It was a major effort for horses and drivers to get wagons and stages up this steep twisting grade. No wonder this Leg is worth \*\*\*\*!

## Leg 13A

4.6 miles



Still Pretty Easy



### Runner's Instructions:

This is one of those Legs that is Easy as Pie for a downhill runner. Continue downhill 1.3 miles to the end of the gravel. Continue downhill and rolling on pavement 2.1 miles through Sumner to the Coos Sumner Lane/South Sumner Road / Old Wagon Road intersection (also known locally as Four Corners). **GO RIGHT** on Old Wagon Road toward Coos River and Eastside 0.5 miles to the Catching Slough Road / Old Wagon Road intersection. **GO RIGHT** on Catching Slough Road across the little bridge, continuing on pavement along the east side of Catching Slough 0.7 miles to Exchange M. The Exchange is at the near end of the pullout area on the left just before Mattson Lane on the right.

### Driver's Instructions:

There is a walk relay exchange at 1.9 miles. **DO NOT** stop there and wait for your runner, who might think they are done. Continue 2.7 miles to the Exchange. Park on the left in the pullout area or just past Mattson Lane on the right. This is another small area, so please conserve space. Be careful of runners and walkers going through the pullout area on the left.

### Points of Interest:

The little bridge across Catching Creek at mile 3.9 is called Lone Tree Bridge. See if you can figure out why as you turn left onto Old Wagon Road. You never know what you might encounter on this course. One year the race director was setting up the course and just before Sumner there was a **BUFFALO** standing in the road!

### Fun Facts to Know and Tell:

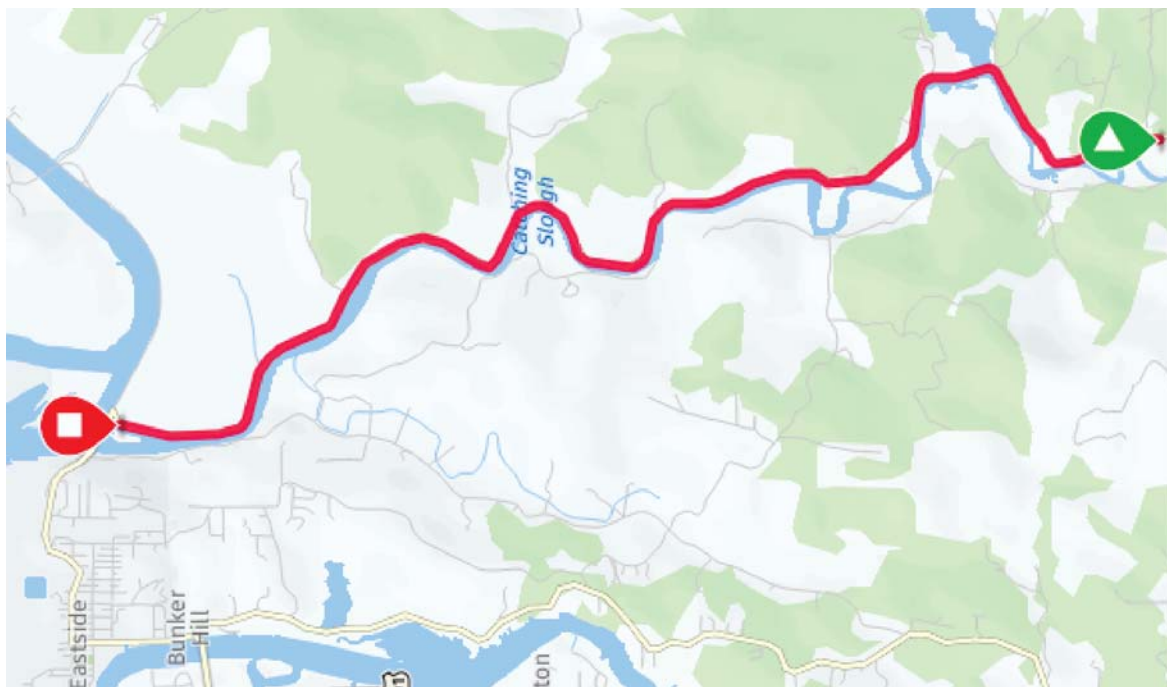
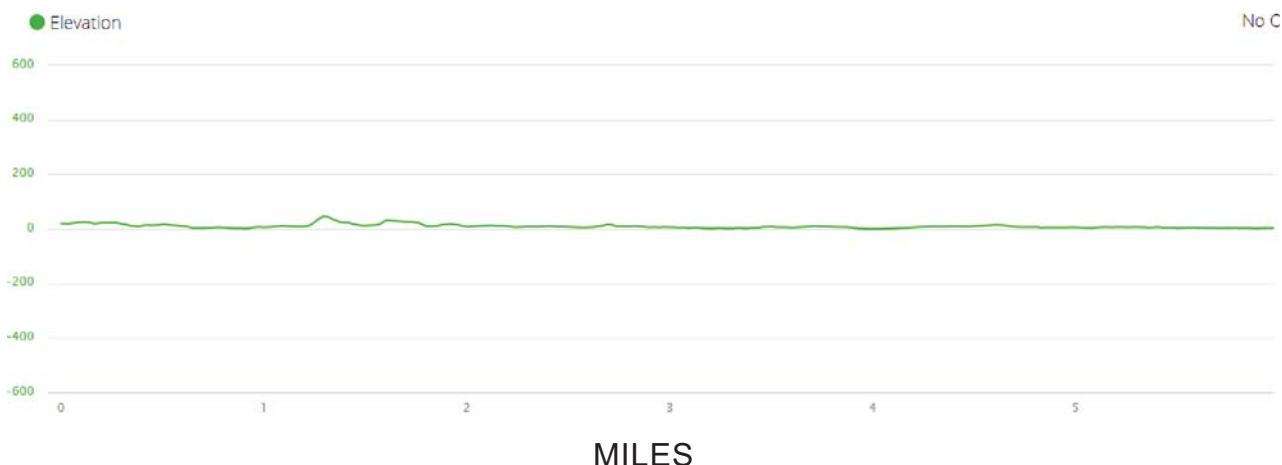
Sumner was the terminus of the Coos Bay Wagon Road when it first opened in 1873. The Lattin Hotel for many years offered eating and sleeping accommodations. River boats took passengers and freight to and from Coos Bay and Sumner.

## Leg 14A

5.98 miles

★★★

Getting Interesting



### Runner's Instructions:

In the summer this Leg is rated at least a ★★★ in the afternoon because of the strong Northwest wind, but it is as close to flat as a pancake as you can get. Continue North on pavement 3.6 miles to the Stock Slough Lane intersection (there is a walk relay exchange here). Go straight, continuing along the slough 2.38 miles to Exchange N just before the Coos River Highway. The Exchange is at the near end of the pullout area on the left.

### Driver's Instructions:

There are walk relay exchanges at 0.9 and 3.6 miles (at the Stock Slough Lane intersection). DO NOT stop at either of these and wait for your runner, who might think they are done. Continue another 2.38 miles to Exchange N.

### Points of Interest:

A portion of this Leg is the course for the South Coast Running Club's Half Marathon held on the second Saturday in June. Come back and join us for this flat and fast half marathon, 12Km, 5Km, and 1 mile kids' run. Be sure to look for Great Blue Herons on the Slough as you charge down it. They are a beautiful sight to see.

### Fun Facts to Know and Tell:

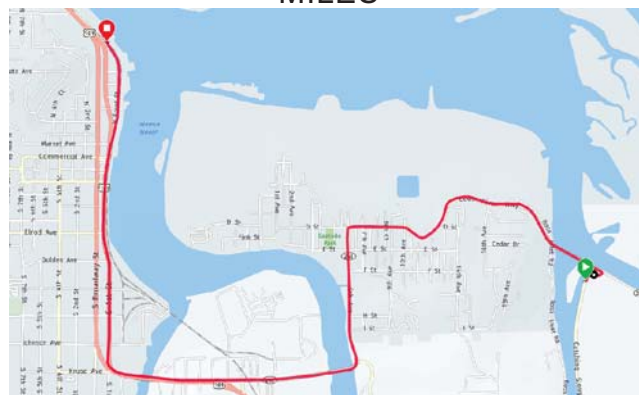
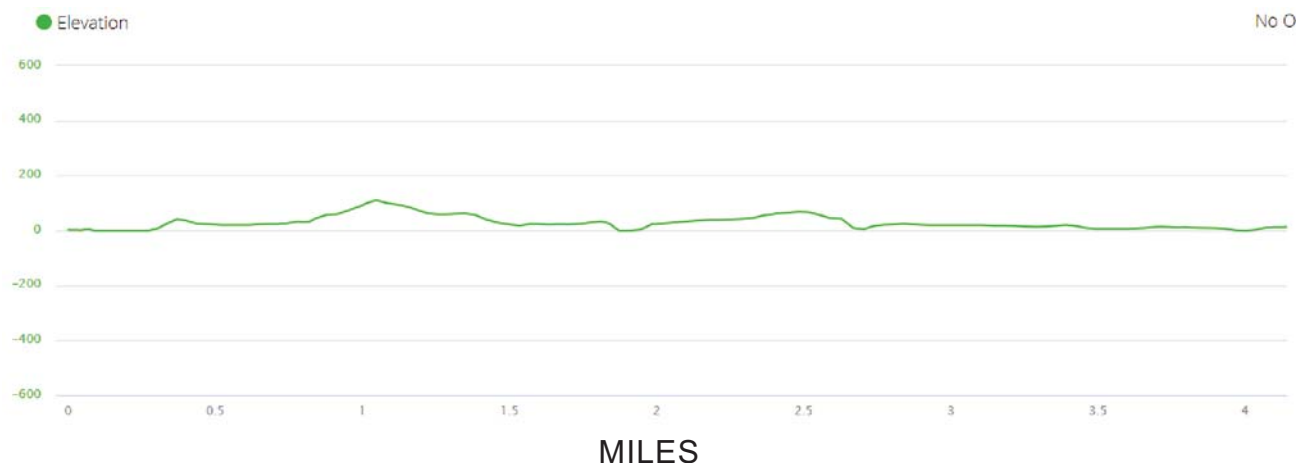
Catching Creek, which originates on Noble Hill above Sumner, forms the water connection between Sumner and Coos Bay by way of Catching Slough. This was important not only for transport of logs to the mills in Coos Bay, but also as an extension of the Coos Bay Wagon Road, particularly in the rainy season when the road was a quagmire in many places. Catching Creek was named after James Catching, who settled near Sumner in 1871.

## Leg 15A

4.14 miles



Getting Interesting



### Runner's Instructions:

Continue to the end of Catching Slough Road at the Coos River Highway. Go left 1.2 miles across the Catching Slough Bridge and over Eastside Hill to the corner of 6th Ave. and D St. (we recommend crossing the highway on the bridge when traffic safely allows and run with the flow of traffic while going up the narrow, winding road on Eastside Hill). Go left 0.5 miles to the Olive Barber Road intersection (stay on the right side of the road). Go right (West) 0.6 miles across the Isthmus Slough Bridge to the traffic light at Highway 101. Stay to the right and stay on the right side of Highway 101. 0.5 miles across the Isthmus Slough Bridge AND PASS Fred Meyer. STAY ON THE SIDEWALK. Unfortunately, traffic lights do not recognize you are in a race. Follow all traffic signals and cross intersections safely. Continue straight 1.34 miles past Fred Meyer and enjoy the extended run past the Coos Bay Boardwalk. Stay to the right and continue down Front Street to the Coos History Museum. The finish line should be obvious. We encourage teams to finish together.

### Driver's Instructions:

Follow the runner's route into Coos Bay. Go past the Fred Meyer. Using the right lane, drive 1.2 miles and make a slight right towards North Front Street. This slight right will be after you pass the Coos Bay Boardwalk. Stay to the left as you travel down N Front Street approximately 300 feet to the Coos History Museum. Be cautious of runners making the final stretch. Please park in the main parking lot.

### Points of Interest:

Boyd's Market, a long time Eastside landmark, used to be at the corner of 6th Ave. and D St. It burned to the ground in 1999. All that remains is a parking lot. The new bridge and fresh sidewalk right past Coach House Restaurant was engineered by a current SCRC club member who would win the "looks most like Pre" award. The bridge has been named "Brian's Bridge" by the Wednesday night running group that meets every week at 6:15 pm at 7 Devils Brewery. As you cross the Coal Bank Slough Bridge notice the yellow "5" painted on the sidewalk. This is the 5 mile mark of the South Coast Running Club's Circle the Bay Run, held on the second Saturday in August. This very scenic 30K Run / Walk/ Relay goes around Coos Bay. Join us this year and experience the beauty of the South Coast in August.

### Fun Facts to Know and Tell:

Coos Bay was first settled in 1853. It was originally named Marshfield by J. C. Tolman after his old home in Massachusetts. The name of the city was changed in 1944 as part of a failed attempt to unify Marshfield and North Bend. Marshfield High School retains the old name. Eastside was first settled in 1868 or 1869. Originally it was named East Marshfield; in 1908 the name was changed to Eastside. In 1983 it was annexed into Coos Bay. Old timers and nostalgia buffs still use Eastside as their address.