

Mojave Desert Heritage and Cultural Association

East Mojave Heritage Trail



EMHT SEGMENT 2

SUPPLEMENT GUIDE

Ivanpah to Rocky Ridge

ABSTRACT

East Mojave Heritage Trail Segment 2 commences with a shelf road climb, amazing view into a waterfilled mine, little trafficked areas, historic railroad berm, tight canyons, deep sand, lava rock, red earth, and a lava tube.

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Mojave Desert Heritage and Cultural Association
East Mojave Heritage Trail
Reroutes and Guideline Supplement to the Four EMHT Guidebooks
Prepared by: Billy Creech - *Fractal Exploration*

The East Mojave Heritage Trail created by Dennis Casebier and the Friends of the Mojave Road in the mid 1980s is a comprehensive tour through some of the most remote portions of the East Mojave Desert. In its original form, the EMHT covered 660.0 miles with four guidebooks providing historical facts, information on local flora and fauna, detailed geographic descriptions, as well as cumulative mileage along the route. With the implementation of the 1994 Desert Protection Act, and establishment of the Mojave National Preserve, numerous Wilderness Areas cut the trail in at least 13 places impacting a minimum of 75 miles – thus rendering the guidebooks useless as navigational aids – though they are still very useful for general guides and historical information.

A recent expedition remapped the EMHT to account for current wilderness boundaries and modern points of interest along or near the route. Fuel points remain the same as those called out in the books. In the interest of desert preservation and impact mitigation, in some areas the original trail was rerouted onto a more established trail where there is no meaningful difference in the overall experience. In some cases, the written supplements will recommend an optional path that may be less challenging. The EMHT gets extremely remote and rugged with multiple portions traversing little used areas of the desert. Follow all protocols and practices for travel and exploration in a remote hostile desert environment. All segments of the EMHT spend a high proportion of time in washes, flood basins, and on alluvial fans so pay close attention to, and continually monitor, weather conditions as sudden and severe flash flooding can occur without warning.

Vehicle

Vehicles should be appropriate for remote exploration and must have suitable tires (including at least one full size spare and tire repair capability), high clearance, 4WD with low range, at least one locking differential is highly recommended, and enough fuel to cover a 200-mile range in 4WD. It is not recommended that vehicles attempt the EMHT solo.

How to Use This Supplement

This supplement will serve as an insert to, and will need to be used in conjunction with, the EMHT guidebooks as it will reference the published mileage so the explorer will need to keep track of his/her own mileage during the route. In the written supplements, the term “EMHT Mile XXX.X” is referring to the mileage listed in the corresponding guidebook which will likely differ from your odometer reading. These are to be used as your reference points for keeping you on track and knowing where you are in the book and along the route. Note – using only the EMHT Guidebooks will result in a non-compliant and illegal route. You must follow the supplement directions whenever listed. In some cases, alternative or recommended routes are offered for you to make your own choice. If not listed as an alternative, then you MUST follow the directions in order to remain on the compliant route.

In this Supplement maps show the new required and/or alternate routes. The new or alternate route is clearly shown and labeled. NOTE – the maps FOLLOW after the relevant text – in some cases the text appears on a different page than the image – but you are looking for the corresponding map AFTER the text.

The EMHT Guidebooks also offer far more historical, geological, and ecological information on the areas you will be traversing and experiencing than you could ever hope to gain in a single resource on your own – they will greatly enhance your EMHT experience.

Downloads

You may download a pdf document that contains links to the MDHCA store to purchase the original books, to download the Supplements as well as GPS tracks from this link: <https://bit.ly/EMHT-Summary>

Billy's route file is also available from <https://www.onxmaps.com>

NOTE – The Guidebooks make reference to various markers – cairns, posts, terrain features. It has been more than 30 years since this route was established and decades since travel was discontinued. As a result, many of those features and references are no longer present. You **MUST** navigate this route. There will be efforts to reestablish cairns and markers.

Supplement to EMHT Guidebook 2: Ivanpah to Rocky Ridge

Congratulations on completing Segment 1. Segment 2 is going to be a little bit longer.

Logistics

- ***How to Get There:*** I-15FWY exit Yates Well Rd and turn West. Proceed approximately .5 miles to T intersection – turn Right (North). Proceed approximately .33 miles to Y intersection and head Left (Northwest). Proceed approximately .74 miles to Colosseum Mine Rd and Turn Left (West). Proceed approximately 1.09 miles to Solar Farm and follow road around perimeter to left. After approximately .26 miles turn Right (West) continuing on Colosseum Mine Rd. for approximately .80 miles. At this point, Colosseum Mine Rd veers off to the LEFT and becomes dirt trail – continue on this for approximately 2.72 miles. At Y intersection take the Left fork for approximately .23 miles arriving at another Y intersection and take the Right fork and proceed for .11 miles to Segment 2 starting point in Ivanpah.
 - Or, I-15FWY exit Yates Well Rd and follow EMHT Segment 1 directions starting at EMHT Mile 164.1 to EMHT Segment 1 end point at EMHT Mile 171.6
- ***Mileage:*** Original EMHT 178.7, Current EMHT 190.6
- ***Elevation:*** Min: 921' Max: 5608'
- ***Pace:*** While everyone's pace will vary, 2 full days should be considered the minimum time required, with 3 days recommended
- ***Difficulty:*** Intermediate: Uneven, rutted dirt trail with loose rocks, sand, erosion, and washes. Potential water crossings up to a foot deep, mud holes, and obstacles up to 18", including ledges and short, steep grades. Roads are typically one vehicle wide with places to pass.
- ***Terrain***
 - Typical desert hard-pack, narrow washes, ruts, shelf-roads, mountain ranges, narrow rocky wash, and long stretches of wide wash that will require varied route selection. Railroad berm with sudden drop offs – PAY ATTENTION. Loose soft sand and lava rock – MIND YOUR SIDEWALLS.
- ***Points of Interest***
 - Colosseum Mine, Kelly Field site, Mailbox 2, T&T railroad berm
 - Baker (Thermometer, Alien Fresh Jerky), Kokoweef (do NOT enter), Riley's Grave
 - Abandoned Ranch, Mojave Phone Booth site, Aiken Cinder Mine, Lava Tube (short scramble)
- ***Fuel, Supplies, Lodging***
 - Primm NV – Fuel, Food, Lodging (approx. 5.25 miles off route on I-15)
 - Baker CA – Fuel and Food (on route)
- ***Side Trips***
 - Riggs Cabin
 - Riley's Camp
- ***Camping***
 - There are no established campgrounds along this route
 - The route traverses both BLM and NPS land, be aware of where you are and follow all policies, rules, and laws for each area
 - Dispersed camping is available pretty much anywhere along the route where permissible
 - Target Areas for dispersed camping: Riggs Cabin, Riley's Camp, Abandoned Ranch, Aiken Mine, Willow Wash

- **What to Expect**

- Segment 2 has a lot of varied terrain, hard pack, soft sand, soggy washes, washboard, and on the back half of it you're gonna get lava rock for the first time
- This segment starts off with a steep shelf-road ascent
- Colosseum Mine is worth the drive up to it. Do **NOT** descend to the lower portion
- There are multiple areas of Segment 2 that are extremely remote and infrequently trafficked
- Kingston Wash – can be very soft
- T&T Railroad Berm – WATCH for sudden washouts and drop-offs
- In Baker, Alien Fresh Jerky – Abducted Cow – trust me
- Narrow twisty short duration canyon after Viewpoint near Kokoweef (alternate route given)
- Aiken Mine and Lava Tube are worth your time

Final Thoughts

As a final note, having done this route, please take your time, enjoy the experience and watch for desert tortoise – particularly in Spring and Summer – as they travel on the trails quite a bit. They have the right of way. If you **MUST** physically move a tortoise for its own safety, do so extremely slowly and cautiously. Lift only as high as needed from the sides keeping it level and only move as far as necessary. If you scare a tortoise it will expel its water supply (think peeing on you) and it will then likely die due to dehydration. Also, please leave any artifacts you find where they are. Take a photo and keep a memory.

This segment contains sensitive sites of archaeological importance, they will require additional basic research on your part to locate them. Please do not disclose these locations to others and allow them the fun of searching and finding them on their own. We do not pinpoint archaeological sites. If you are patient and observant, you will run across them. Enjoy them, photograph them, respect them, but leave them as you find them. These are irreplaceable treasures that comprise a major portion of the Mojave Desert Heritage, as well as our national history. If you think you have located an unknown site or found damage or vandalism to an existing site, document/record its location and report it to one or more of the following:

- Bureau of Land Management, Needles CA
 - Email: BLM_CA_WEB_NE@blm.gov
 - Phone: +1 (760) 326-7000
- National Park Service: Mojave National Preserve
 - Email: David_R_Nichols@nps.gov
 - Phone: +1 (760) 252-6145, +1 (760) 252-6100

“Only those who risk going too far can possibly find out how far they can go.” – T.S Eliot

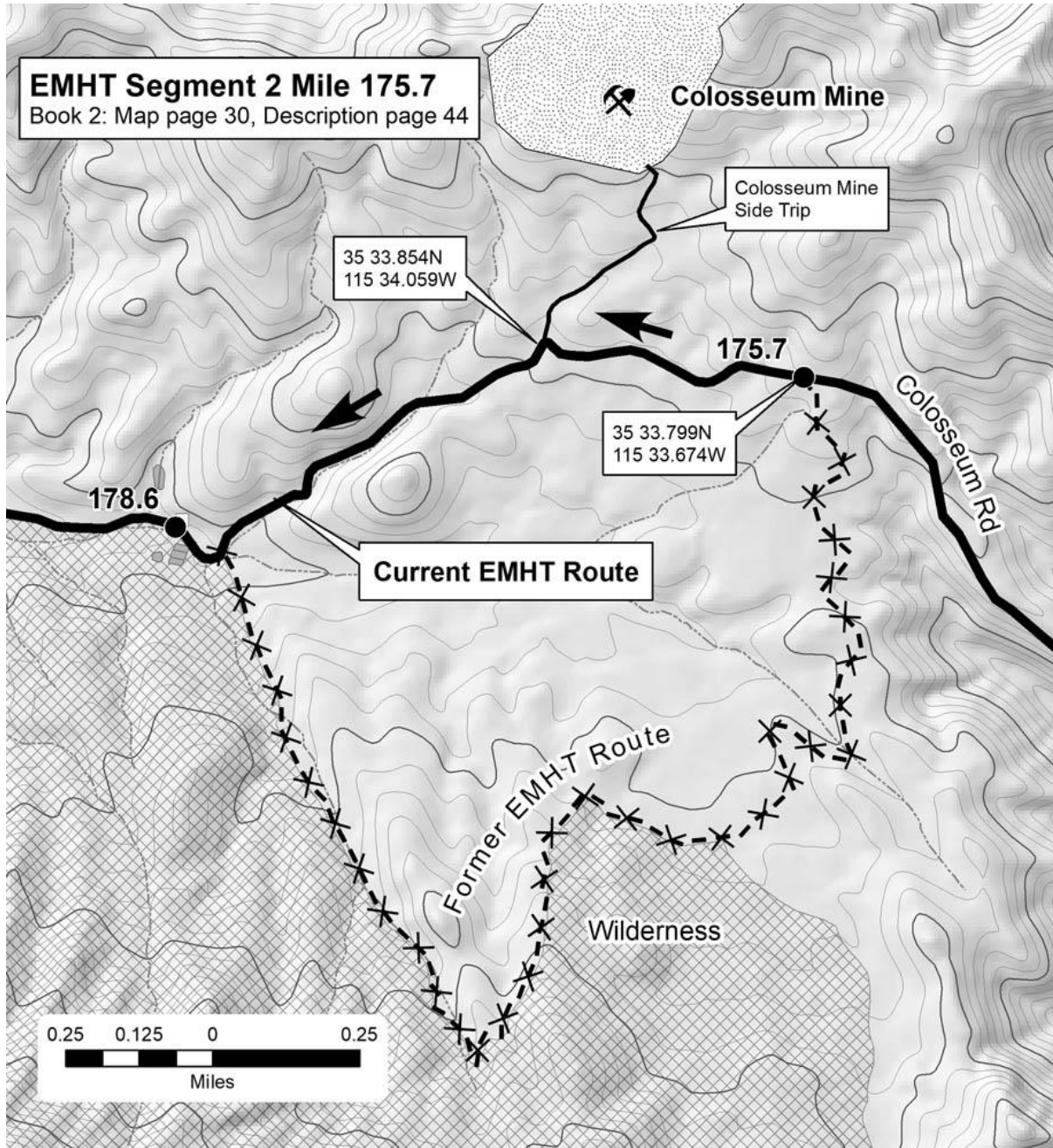
Special Acknowledgement: This guide would not have been possible without the continual input of John Marnell and Larry Vredenburg whose insights and embedded maps lend much needed clarity to this guide; along with Mike Ahrens of the Bureau of Land Management and David Nichols of the National Park Service for levels of cooperation and encouragement that few thought possible.

Disclaimer

No warranty is made as to the accuracy, reliability, or completeness of these data. MDHCA or the author(s), is not liable for any accidents, damage or injuries resulting from the use of this map or guide.

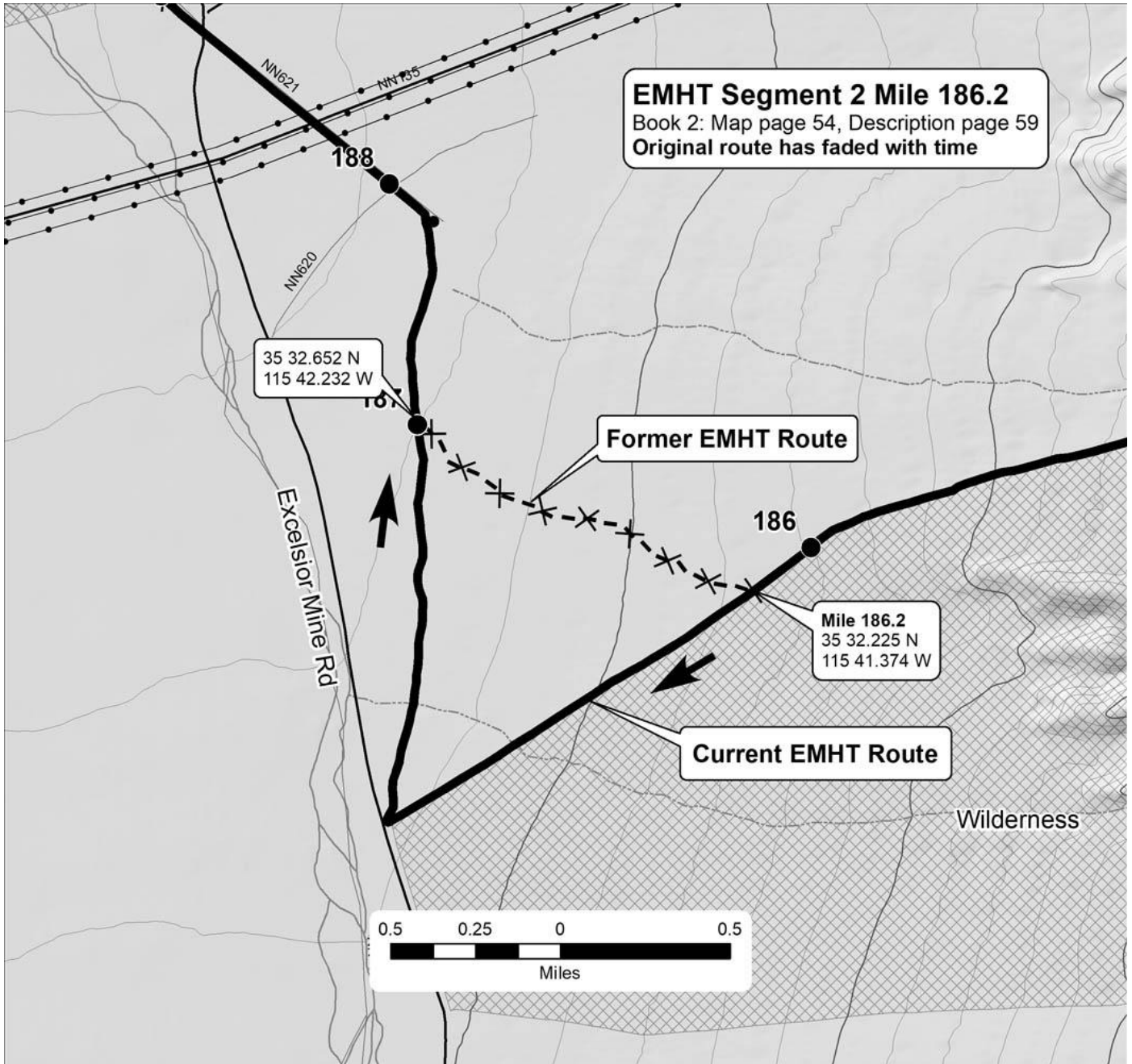
Route Changes (use in conjunction with EMHT Guidebook 2)

- Refer to map below for the next 3 major bullet points
- EMHT Mile 175.7 – Do NOT take sharp left that is original EMHT – continue straight on main Colosseum Mine Rd.
- Near mile 175.9 – take sharp RIGHT up to Colosseum Mine. There is a spectacular viewpoint at the top overlooking the water-filled mine. **DO NOT DRIVE DOWN INTO THE COLOSSEUM MINE**
- Retrace your path back to Colosseum Mine Rd and Turn RIGHT – rejoin the EMHT at The Mill Site between EMHT Miles 178 – 179.

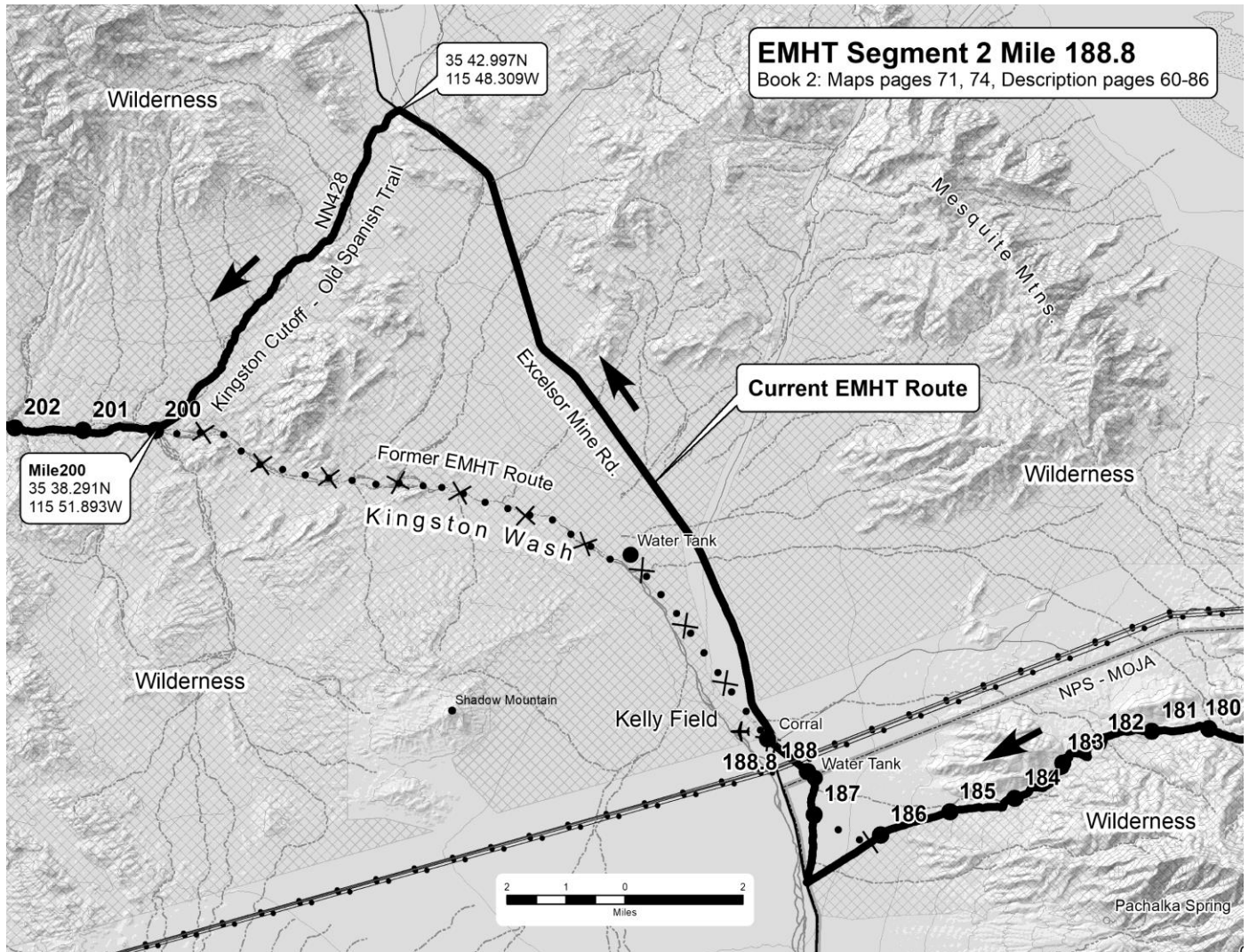


- EMHT Mile 186.2 – Do NOT turn Right, continue straight ahead for 1.13 miles and then – DECISION:
 - 1) Just before Excelsior Mine Rd Turn RIGHT onto dirt trail and proceed for 1.80 miles and then at EMHT 187.8 (Water Tank) Turn LEFT (Route provided assumes this choice)

- 2) Turn RIGHT on Excelsior Mine Rd and continue for 2.39 miles rejoining EMHT at EMHT Mile 188.6 turning LEFT for Kelly Field

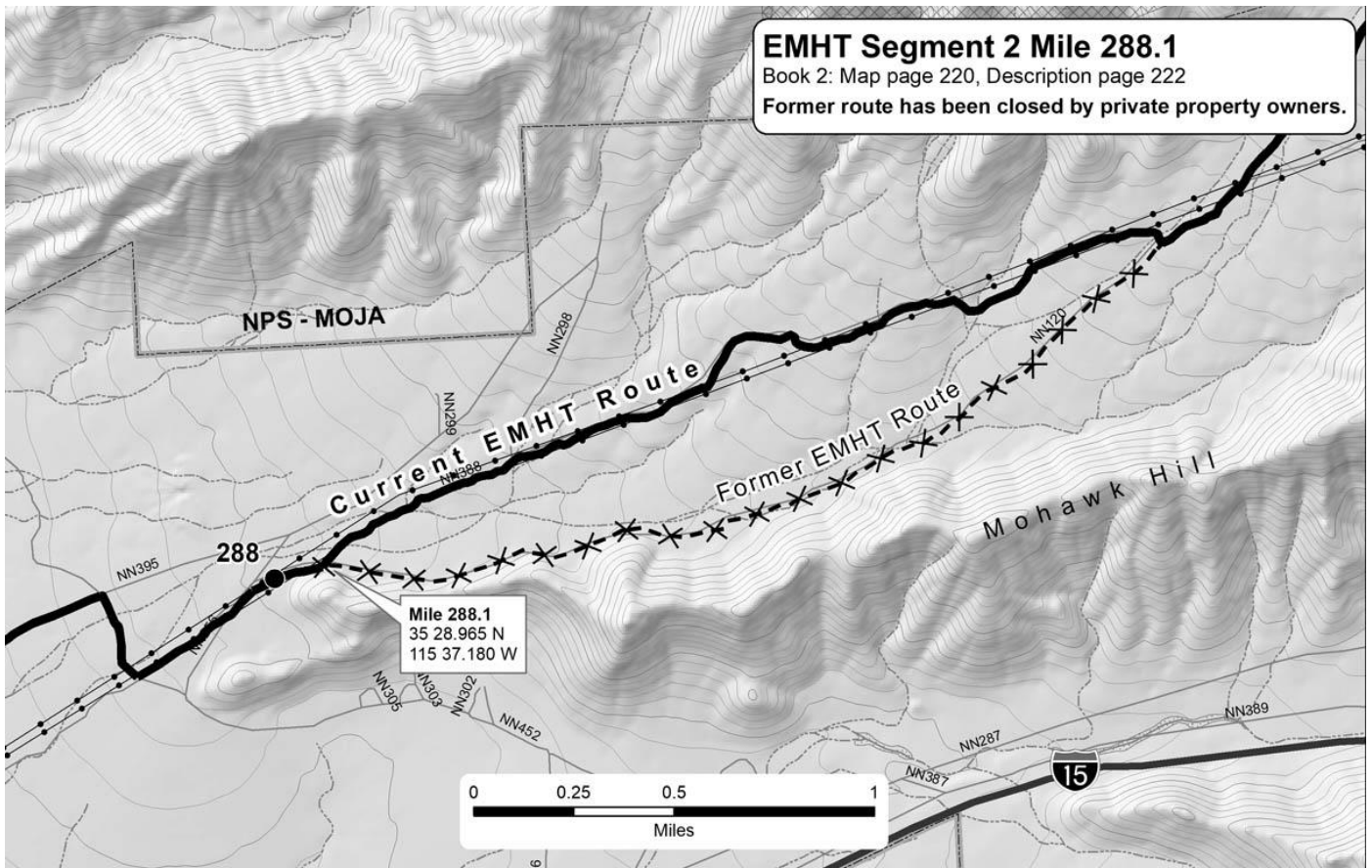


- EMHT Mile 188.9 – Kelly Field. The bulk of Kelly Field now resides in Wilderness Area. You can access the last remaining concrete slab which is in the vicinity of the water tank and corral fencing near Excelsior Mine Rd.
- Turn LEFT onto paved Excelsior Mine Rd and continue North/Northwest. 3.41 miles there is a Y intersection – STAY LEFT. Continue on Excelsior Mine Rd for another 8.69 miles to the Kingston Wash Trailhead – Turn LEFT back onto dirt trail. Total distance on Excelsior Mine Rd is 12.1 miles.
- Continue on access trail for approximately 6.75 miles to Kingston Wash, drop into wash and turn RIGHT rejoining the original EMHT at EMHT Mile 200.



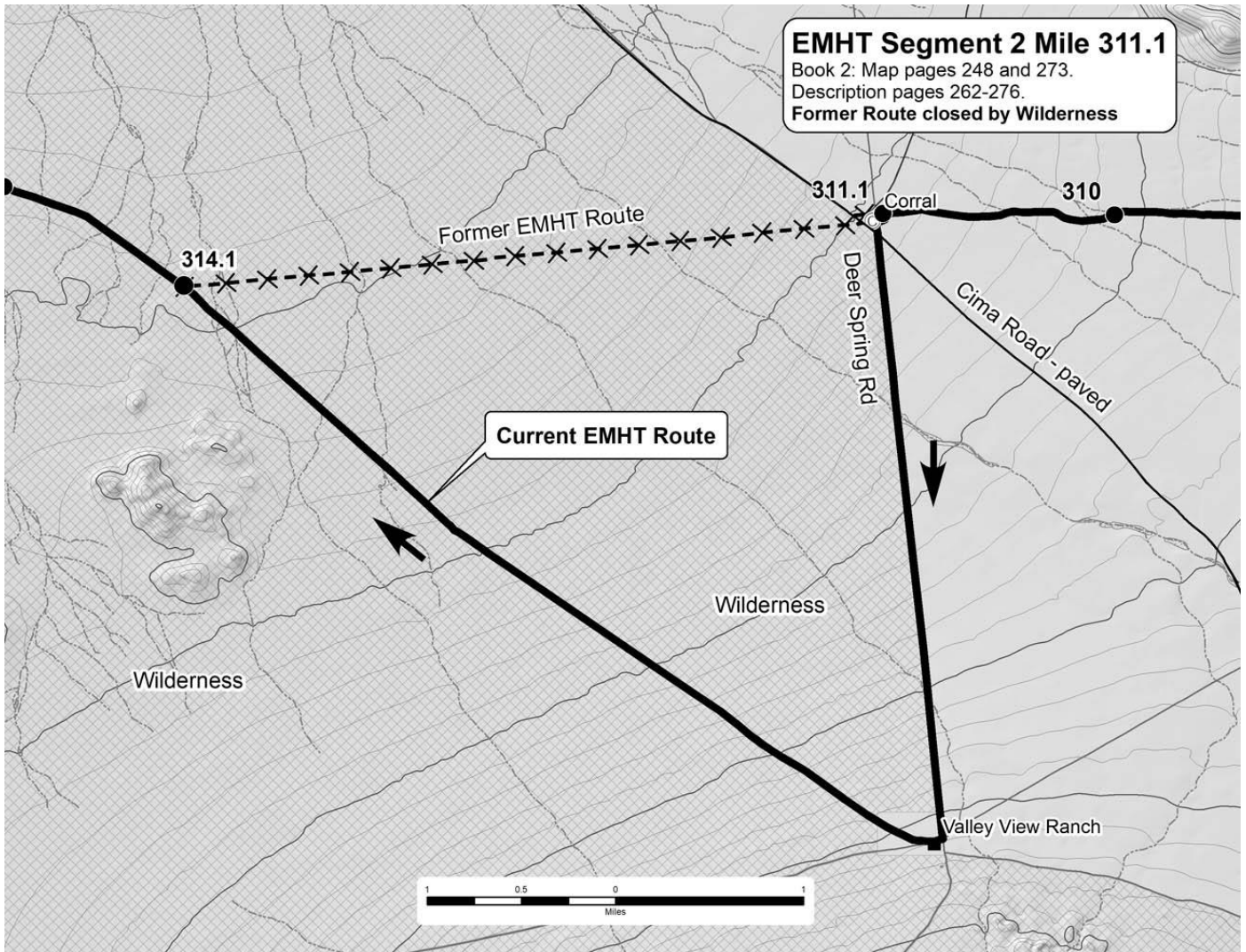
- EMHT Mile 219.8 – EMHT Mile 225 This is the T&T Railroad berm. You will be on either side and on it. WATCH for drop-offs. It has a few steep off-camber climbs going up and down it.
- SIDE TRIP to Riggs Cabin: About 360' before Left turn at EMHT Mile 225.7 – TURN LEFT on faint road towards mountains. Continue for 1 mile to cabin. LEAVE THE CABIN AS YOU FIND IT OR BETTER. From cabin, take trail southeast and continuing in that general direction for .81 miles to reconnect with EMHT near EMHT Mile 228.
- EMHT Mile 287.6 – The Power Lines will be on your LEFT not the right as described in the book

- EMHT Mile 288.1 – Take the LEFT fork into the wash and off of the hillside to your right as a portion of this is private property and they have put up a wire barrier with a sign warning of “Severe Tire Damage”. **RISK OF TRAIL SPIKES ALONG THIS AREA – STEER OUT INTO WASH**
 - Proceed about 450 feet into the wash and follow the trail as it bends to your RIGHT down the wash.
 - Work your way diagonally across the wash to the far-LEFT side (~.45 mile)
 - Turn hard RIGHT and proceed .27 miles - you will be heading back towards the base of a hill on the RIGHT side of the wash
 - Rejoin EMHT at EMHT Mile 289.0



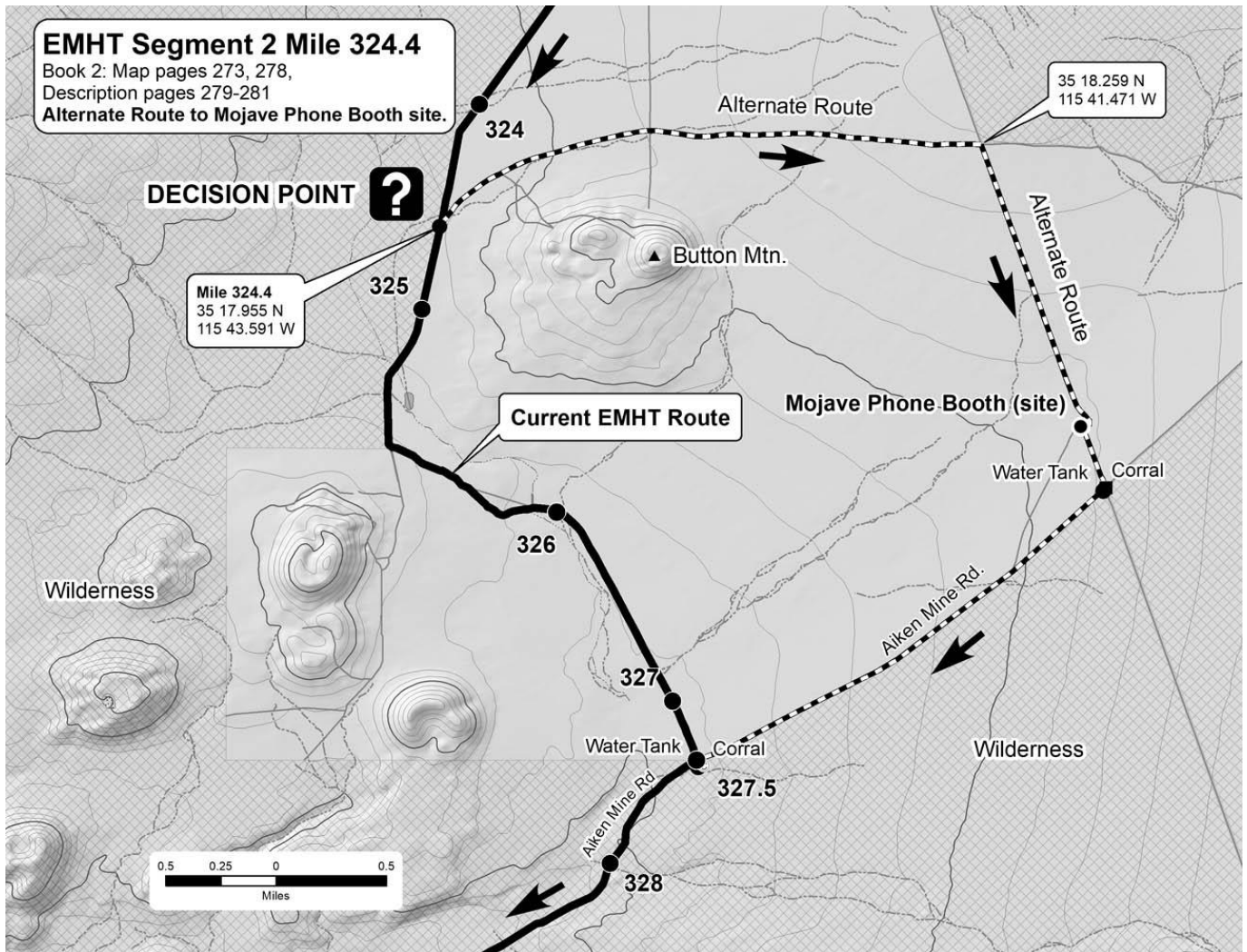
- NOTE - EMHT Mile 290.8 – if you wish to gain some pace, stay on power line road and rejoin EMHT at EMHT Mile 291.6. Otherwise leave power line road and continue up the valley
- NOTE – In the area between EMHT Miles 293-296, there is an active commercial mining operation. Your route **MAY** vary through here pending their activity. Your goal is to cross over I-15 on the Mountain Pass / Bailey Rd offramp bridge.

- EMHT Mile 311.1 – Original EMHT continues straight across Cima Rd to the WEST, but that is now Wilderness Area. Instead – cross Cima Rd and take trail (Deer Spring Rd) heading SOUTH.
 - Prior to crossing Cima Rd, if you skirt the corral area on its SOUTH-EAST side, when you get to Cima Rd you should be facing SOUTH and the trail will be directly in front of you.
 - If you skirt the corral on its NORTH side, then you will need to TURN LEFT on Cima Rd and proceed 0.14 miles and then take trail to your RIGHT.
- Proceed SOUTH on trail for 3.21 miles. You will come to dwellings – Valley View Ranch – do not enter them as they are occupied - and mind your speed. Turn RIGHT at intersection, then follow trail staying right at quick succession of intersections. Trail will bend NORTHWEST. Continue on trail for 8.26 miles (rejoin EMHT at EMHT Mile 314.1) and arrive at abandoned Rock Tank Cattle Camp site near EMHT Mile 317.9. Trail through here is surrounded on all sides by wilderness – do NOT deviate from the trail.

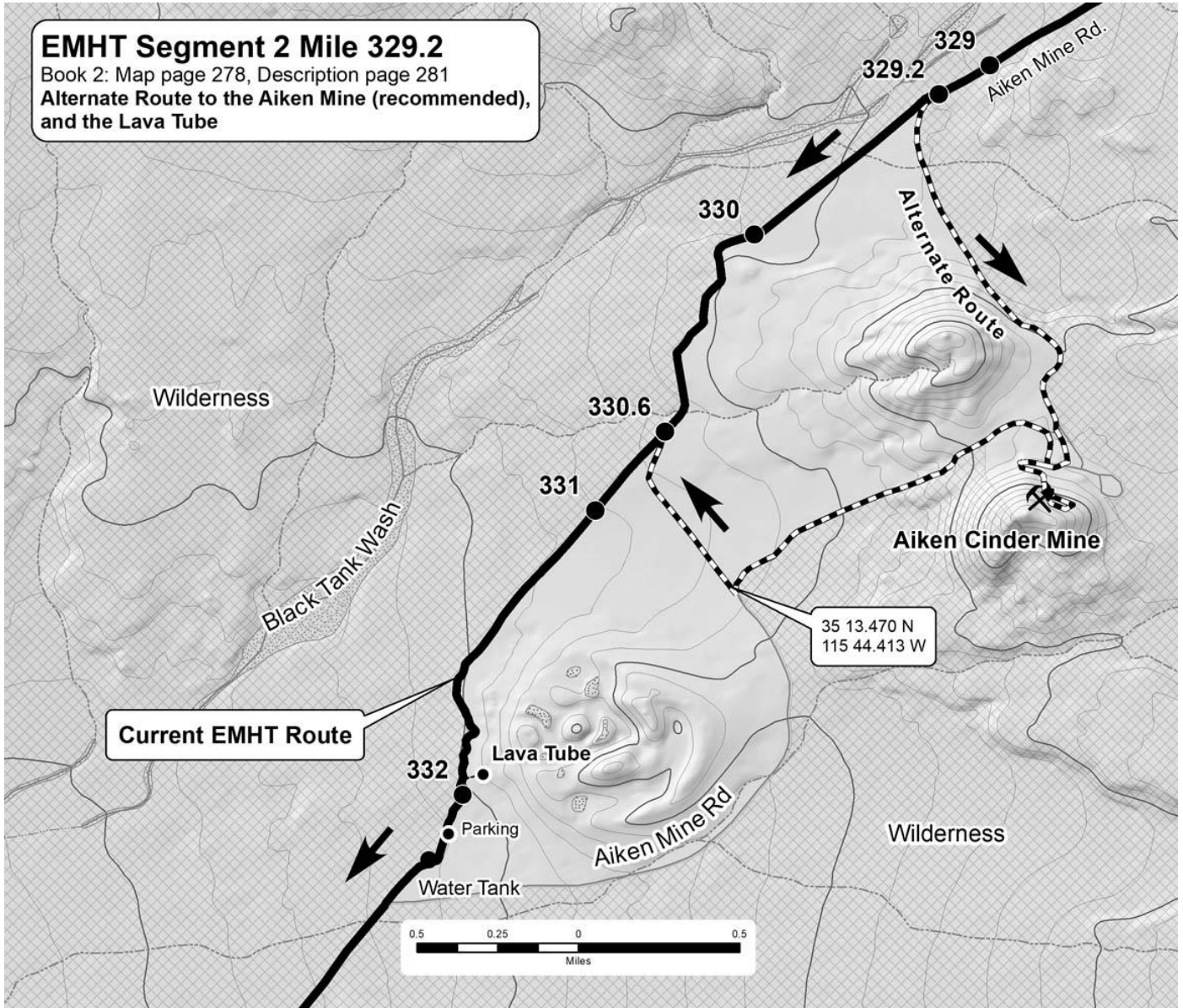


- EMHT Mile 319.9 – Stay RIGHT, then bend SOUTH

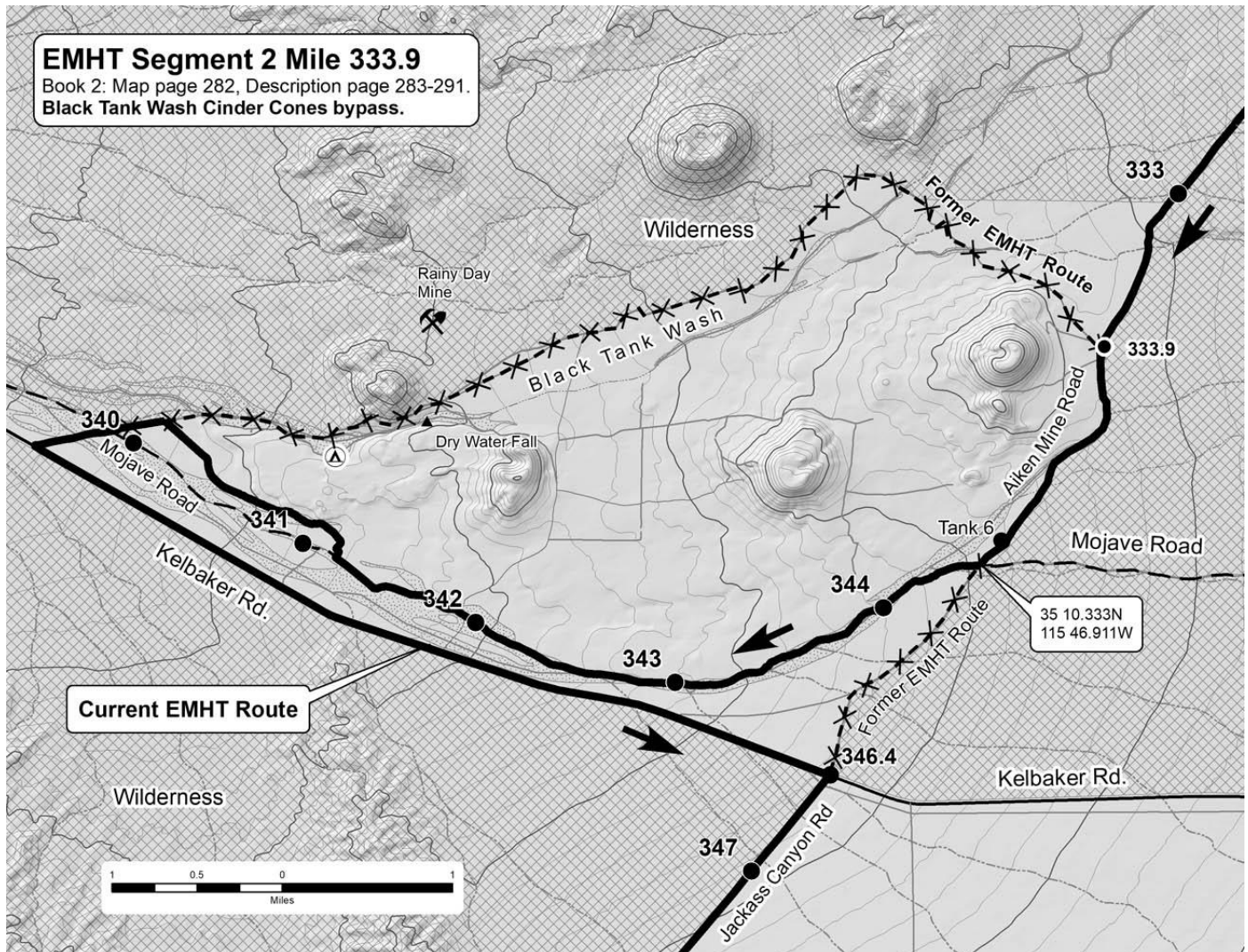
- EMHT Mile 324.4 – **DECISION POINT:** Original EMHT or Mojave Phone Booth and Corral sites
 - Original EMHT – Continue STRAIGHT
 - Mojave Phone Booth site (now gone) and Corral
 - Turn **HARD LEFT** (East) – base of the hill will be on your **RIGHT**
 - After .89 miles – come to crossroad – ignore and continue STRAIGHT (East)
 - After additional 1.23 miles come to crossroad and Turn **RIGHT** (South)
 - Proceed south for 1.36 miles to site of the Mojave Phone Booth (no longer there – but was quite the cultural phenomenon in the late 1990s)
 - As you round a curved section in the trail you will be facing a Y – that goes sort of Right or definitively Left – the Mojave Phone Booth was located at the junction of that Y near the telephone pole
 - Continue in same direction (SSE)(Left fork of Y) for .28 miles to Corral site at junction with Aiken Mine Rd
 - Turn **RIGHT** on Aiken Mine Rd and proceed straight for 1.96 miles rejoining the EMHT at EMHT Mile 327.5 (old corral and water tank on left)



- EMHT Mile 329.2 – **DECISION POINT:** Original EMHT or Aiken Cinder Mine
 - Original EMHT continue STRAIGHT
 - Aiken Cinder Mine – Turn LEFT and proceed about 1 mile up to Aiken Cinder Mine
 - At the time the EMHT was created, the mine was active so the route had to avoid it. It is now abandoned so explore (do NOT enter the mine shaft). When you exit the mine, do so on the WEST side (opposite of your entry side)
 - Proceed SOUTHWEST for .88 Miles and then Turn HARD RIGHT on trail to NORTHWEST
 - Proceed for .55 Miles and Turn HARD LEFT rejoining original EMHT near EMHT Mile 330.4. Your next landmark is the Lava Tube at EMHT Mile 331.9
- EMHT Mile 331.9 – Lava Tube. Park and explore down into it



- **NOTE – Map below is for the next 3 major bullet points**
- Near EMHT Mile 334 do NOT turn Right into cinder mountain – NPS request as this area has been reclaimed. Rather, continue down Aiken Mine Rd and arrive at a corral. Continue .12 miles past corral and TURN RIGHT onto trail entering Willow Wash and travel along the edge of the lava flow for 4.82 miles. Your path will vary based on ground conditions but generally you will be following closely along the edge of the lava flow. There are GREAT camping spots in this area.
- Reach the western portion of Indian Springs Trail and turn LEFT and proceed .64 miles to the intersection with Kelbaker Rd (paved blacktop).
- Turn LEFT onto Kelbaker Rd and proceed approximately 4.31 miles and Turn RIGHT onto trail heading SOUTH – rejoining EMHT at EMHT Mile 346.4.



- Proceed to top of mountain at EMHT Mile 350.3 and the EMHT Segment 2 end point.

Congratulations on completing EMHT Segment 2