

Mojave Desert Heritage and Cultural Association

East Mojave Heritage Trail



EMHT SEGMENT 3

SUPPLEMENT GUIDE

Rocky Ridge to Fenner

ABSTRACT

Segment 3 of the East Mojave Heritage Trail continues with steep shelf roads, open deep sand, massive lake beds, iconic Route 66, a volcanic crater, huge sand dunes, and mysterious caverns await.

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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 in the 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 – 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 book. 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 alluvials 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. **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 it 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 3: Rocky Ridge to Fenner

Congratulations on completing Segment 2 of the EMHT. Segment 3 is going to have more varied terrain, more on-foot exploration opportunities, and more sections where the Supplement Guide is critical. This segment is very long – 225 miles with a lot of time in 4WD and soft sand – be sure you have adequate fuel range.

Logistics

- ***How to Get There:***
 - I-15FWY exit Kelbaker Rd and proceed EAST for approximately 19.73 miles then turn RIGHT on dirt trail opposite Aiken Mine Rd and follow the EMHT Segment 2 directions from EMHT Mile 346.4 to the end point at EMHT Mile 350.3 on top of Rocky Ridge.
 - I-40 exit Kelbaker Rd and proceed NORTH for approximately 37.23 miles and Turn LEFT on dirt trail opposite Aiken Mine Rd and follow the EMHT Segment 2 directions from EMHT Mile 346.4 to the end point at EMHT Mile 350.3 on top of Rocky Ridge.
- ***Mileage:*** Original EMHT 158.2, Current EMHT 225
- ***Elevation:*** Min: 618' Max: 4388'
- ***Pace:*** While everyone's pace will vary, 3 full days should be considered the minimum time required, with up to 4 days recommended. Multiple hiking opportunities.
- ***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, dry lake beds, ruts, shelf-roads, mountain ranges, long stretches of wide wash that will require varied route selection. The softest and deepest sand will be in this segment along with steep descents and ascents. Loose soft sand and lava rock – MIND YOUR SIDEWALLS. This segment contains some extremely washed out areas that are pretty short in distance but very long duration.
- ***Points of Interest***
 - Crucero Dry Lake, Mojave Megaphone (short climb/hike), Broadwell Dry Lake
 - Ludlow, Route 66, Mailbox 3, Siberia, Amboy Crater (hike), Amboy (Roy's Café), Budweiser Spring
 - Granite Hills (hike, camp), Kelso Dunes (hike, campground), Kelso Depot Visitor's Center
 - Hole in the Wall (hike, campground), Mitchell Caverns (tour – reservations required: +1-760-928-2586)
 - Bonanza King Mine, Providence Ghost Town ruins
- ***Fuel, Supplies, Lodging***
 - Ludlow, CA – Fuel, Food, and Lodging (on route)
 - Amboy, CA – Fuel (\$\$\$\$), Food (snacks) (on route)
 - Fenner, CA – Fuel, Food (on route)
- ***Side Trips***
 - Mojave Megaphone (hike)
 - Amboy Crater (hike)
 - Amboy
 - Hole in the Wall (hike and campground)
 - Mitchell Caverns (tour – walking)(RESERVATIONS REQUIRED)

- Providence Ghost Town and Bonanza King Mine
- **Camping**
 - This section has established campgrounds at:
 - Kelso Dunes (primitive, first come first served - free)
 - Hole in the Wall (Pit toilets, water, fire rings – first come first served - \$10)
 - 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: Crucero Dry Lake, Mailbox 3, Granite Hills, Vulcan Mine Rd
- **What to Expect**
 - Segment 3 has a lot of varied terrain, starting with a very steep shelf road descent with a tight switchback (use 4 LOW), extremely remote soft sand areas, two dry lake beds, a lot of hiking opportunities, Route 66, a lot of very rough terrain, a volcanic crater, massive sand dunes, very steep ascents (that may require a locker), caverns, slot canyons, ghost towns, and mines.

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.

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](mailto:David_R_Nichols@nps.gov)
 - Phone: +1 (760) 252-6145, +1 (760) 252-6100

“Instructions for Living a Life: Pay Attention. Be Astonished. Tell About it.” – Mary Oliver

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.

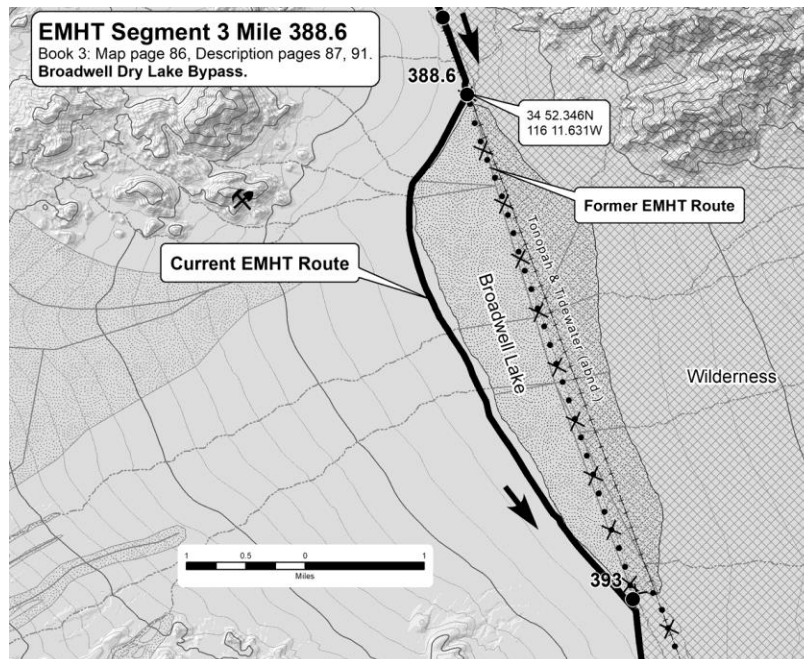
Disclaimer

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.

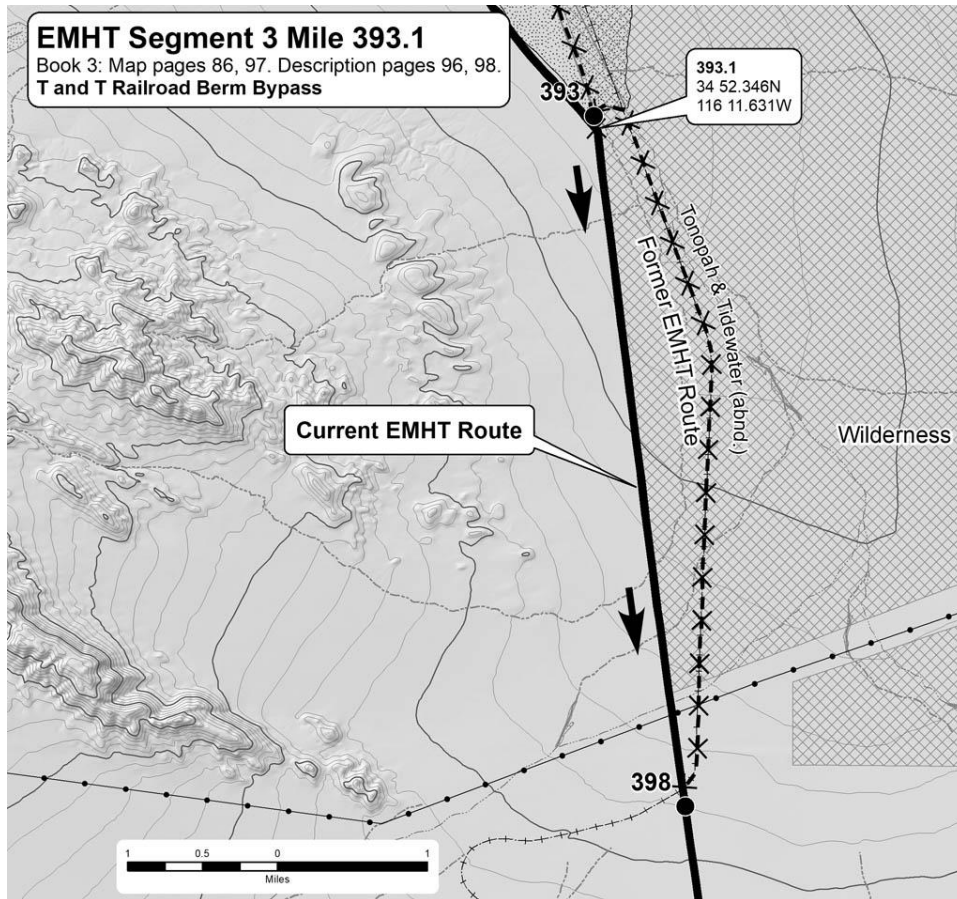
Supplement to EMHT Guidebook 3: Rocky Ridge to Fenner

Congratulations on completing Segment 2 – you’re half way there, but Segment 3 will pose some challenges. Please read ALL information – there are many deviations from the original EMHT in this segment. Some are mandatory reroutes while others are to bring in more of the offered Mojave Desert heritage.

- NOTE – the starting point from Rocky Ridge is a steep descent with a **sharp switchback**. Low Range is highly recommended.
- NOTE – the area between EMHT Mile 356 – 378 can be extremely soft and deep sand.
- EMHT Mile 377.9 enters the Crucero Dry Lake Bed – if the lake bed isn’t dry proceed around the edges with extreme caution
- **Side Trip to the Mojave Megaphone** - EMHT Mile 379.7 Turn RIGHT onto Crucero Rd and proceed 1.03 miles to parking spot on left and start of hike to Mojave Megaphone. Retrace route back to Crucero Dry Lake and continue south on Crucero Rd rejoining EMHT at EMHT Mile 379.7.
 - The hike is very short – but it is climbing up and then back down a mountain with some minor rock scrambles. **BEWARE OF SNAKES**
 - **The Mysterious Mojave Megaphone**, is truly a mystery, as no one can positively identify exactly what it is or what it was used for. Theories run the gamut from being placed by extra-terrestrials (not likely, but definitely the most fun) to a sound amplifier to warn a WWII military base of approaching trains bearing chemical weaponry (plausible) and lots of fun ones in between – personal favorite is people would place and tighten skin/hide over it and bang it like a drum. I have seen it, and the only thing I can say for sure is it is manmade, unless aliens use rebar. It is a short uphill hike and is worth it just to say you’ve seen it in person – because once you see it, you can’t unsee it.
- NOTE - EMHT Mile 388.6 the northern entrance to Broadwell Dry Lake. BLM has now designated the path down the middle of the lake bed as **Not Open**, and the route now proceeds around the western shoreline (the normal “wet” route). **NOTE: If the dry lake is wet – the shoreline can be treacherous as well. Engage 4-Low before proceeding around western edge and keep your fingers crossed.**
 - EMHT Mile 388.6 Bear RIGHT at the “Y” skirting the western edge of the dry lake. Rejoin EMHT at EMHT Mile 393.1.



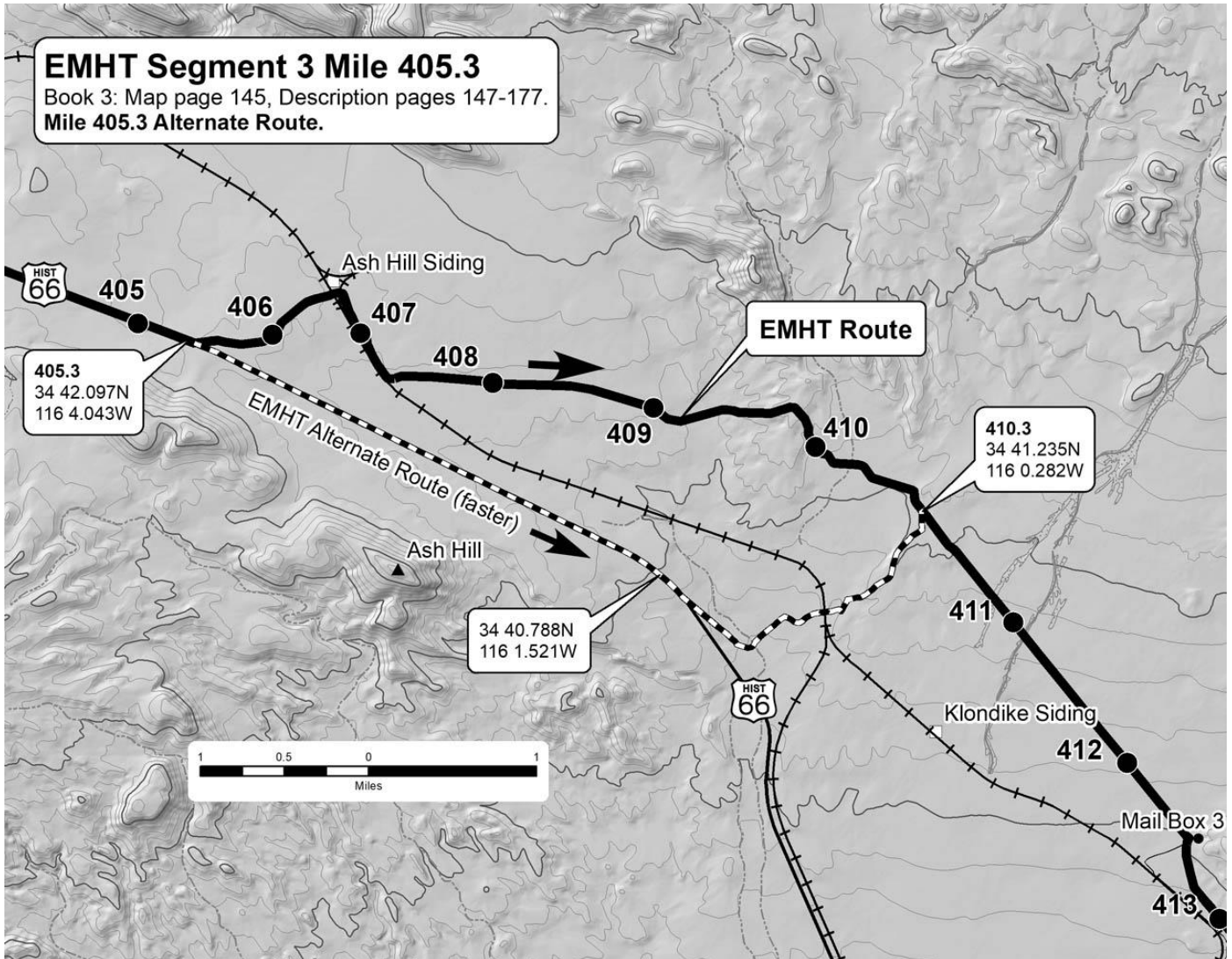
- EMHT MILE 393.1 – Remain on Crucero Rd heading SOUTH, rejoin EMHT at EMHT Mile 397.9



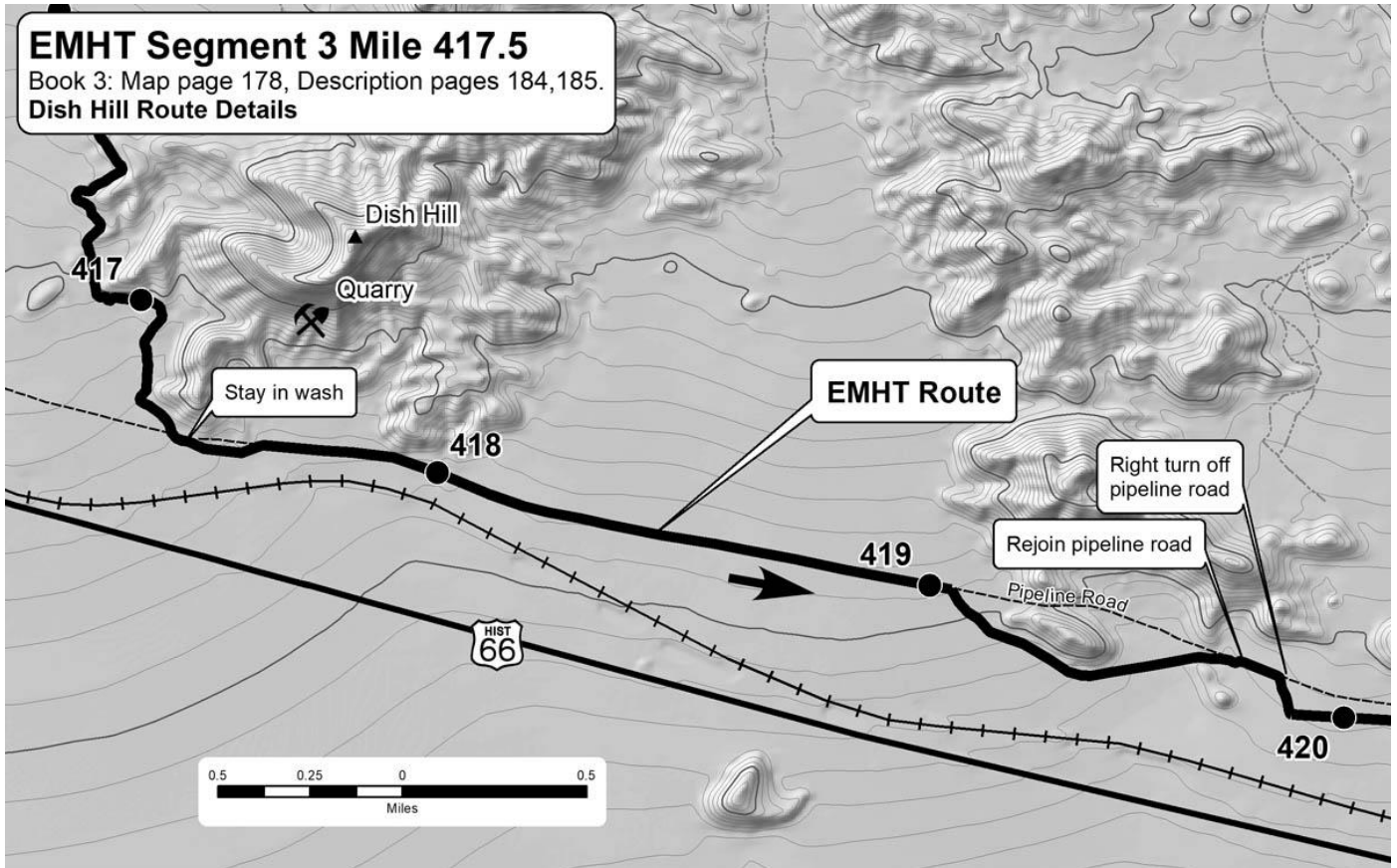
- **SPECIAL NOTE**

- **The entire area south of Ludlow is storm ravaged with multiple washouts and very rough ground conditions forcing an extremely slow pace. There are many reroutes from the original EMHT given current open route designations. This is the only segment where you will get to drive the historic Route 66 (which will help offset the slow pace considerably).**
- EMHT Mile 399.4 – After turning LEFT onto Route 66 – CONTINUE on pavement for 4.97 miles and then **DECISION POINT:**
 - **Option 1: (most dirt)**
 - Rejoin EMHT at EMHT Mile 405.8 turning LEFT onto dirt trail headed toward Ash Hill.
 - **NOTE – Ash Hill RR crossing at EMHT Mile 406.6 – high speed trains move through here – BE CAREFUL. Also, this area is a former toxic waste dump – do NOT linger here**
 - **Option 2: (faster than Option 1, but has a bridge undercrossing)**
 - Continue on Route 66 for another 2.85 miles and veer LEFT on dirt trail angling away from Route 66
 - Continue for .37 miles and then Turn LEFT at “Y”. Cross wash in .09 miles and continue for .32 Miles to another “Y” intersection

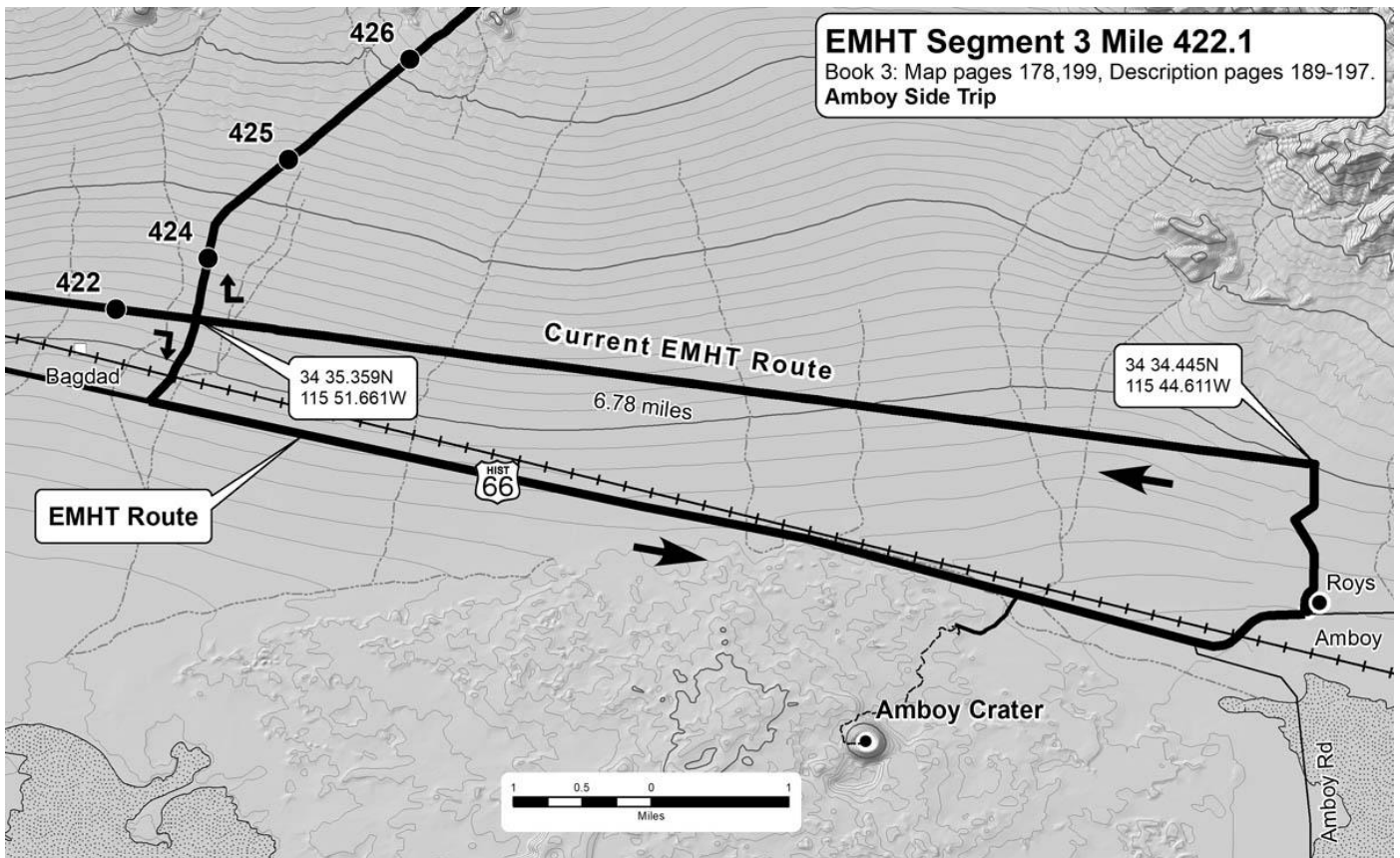
- Turn RIGHT at “Y” and enter large wash in .06 miles – Turn HARD LEFT up wash towards RR Bridge
- Arrive at RR Bridge and .22 miles
- Cross under bridge proceed straight and then join trail out of the wash that will curve hard RIGHT heading SOUTH for a total of .22 miles and then take Faint Trail HARD LEFT (180 degree turn) now heading NORTH
- Remain on faint trail for .77 miles arriving at “T” Intersection
- At “T” Turn LEFT and proceed .12 miles to crossroad
- At Crossroad – Turn HARD RIGHT – this is the EMHT – rejoin the EMHT at EMHT Mile 410.3



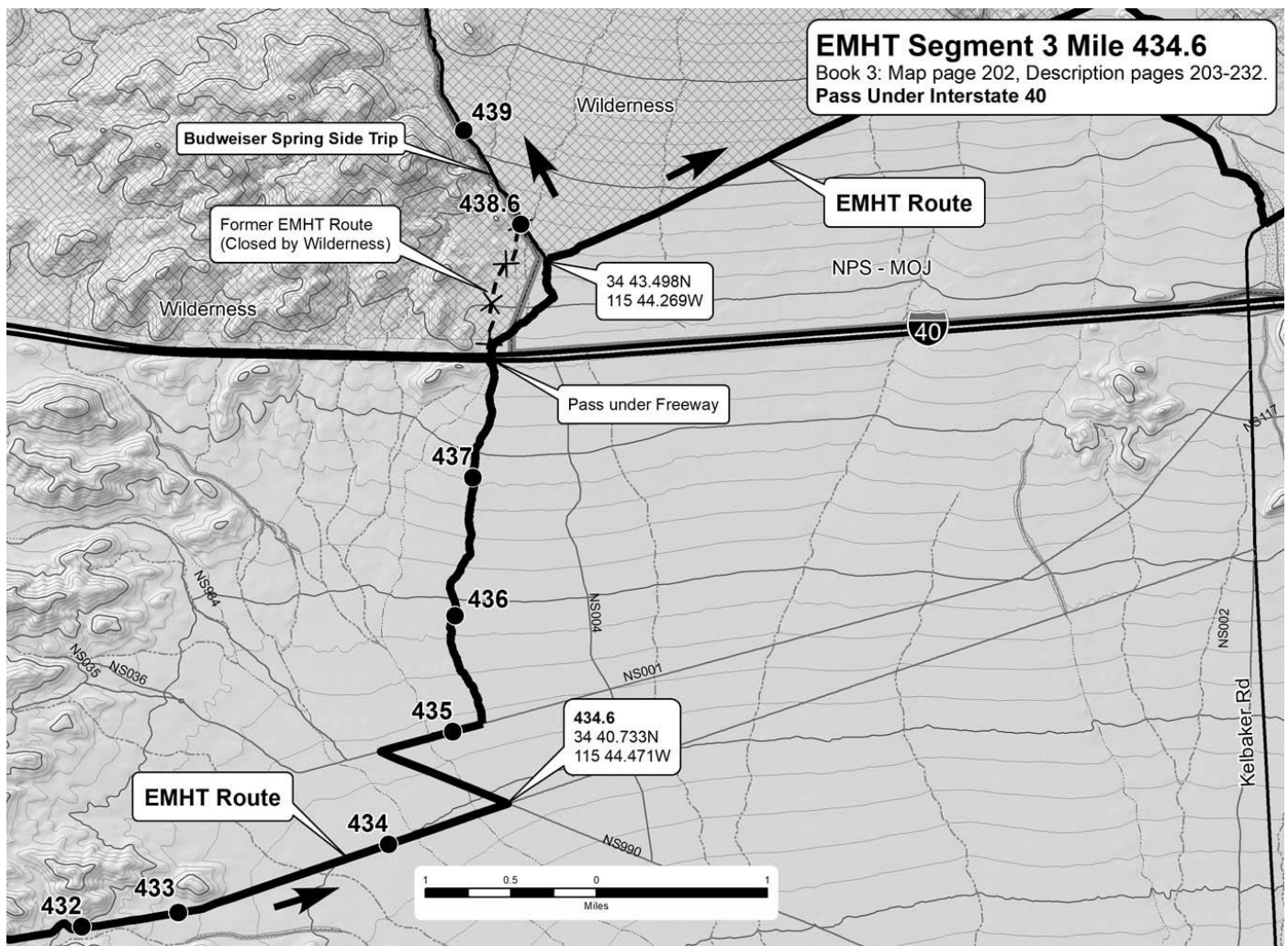
- EMHT Mile 417.5 Do NOT climb back up on the incline to the left, rather stay to the RIGHT in the wash and join the Gas Pipeline Road. EMHT will join this Gas Pipeline Road in .24 miles
- EMHT Mile 419.9 – rejoin the Gas Pipeline Rd for .10 mile then Turn RIGHT on main trail cutting across south for .11 miles, then Turn LEFT continuing east on southern Gas Pipeline Rd



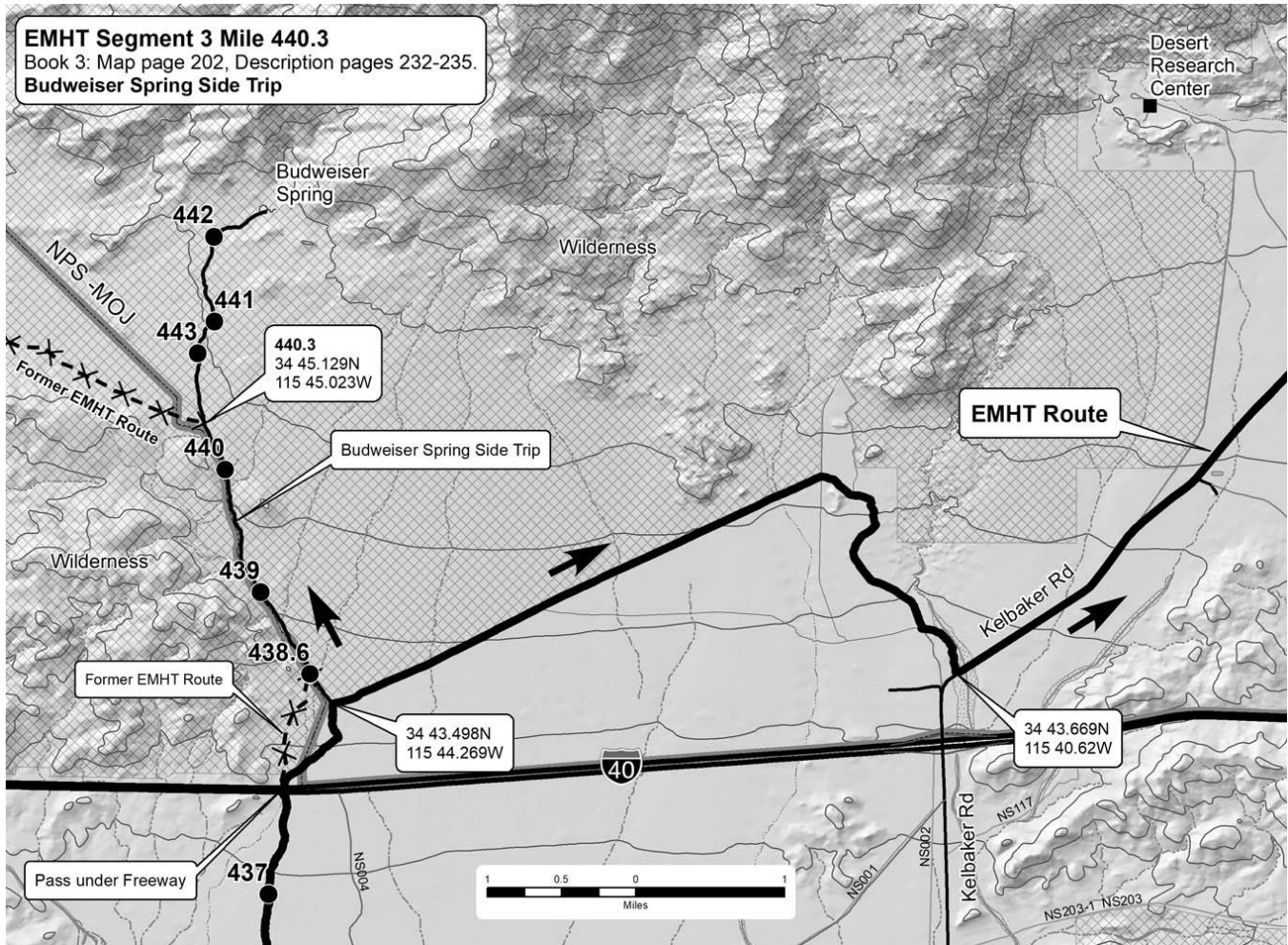
- EMHT Mile 422.1 Stay STRAIGHT on Gas Pipeline Rd for .83 miles. At crossroads – Turn HARD RIGHT and proceed for .66 miles to Route 66 (you will cross over the RR tracks at .43 miles)
- Turn LEFT on Route 66 and proceed for 5.40 miles to the turn for Amboy Crater
- Turn RIGHT to Amboy Crater
 - The black lava surface is spectacular to look at and explore. Hiking out to and through the Amboy Crater is encouraged, but not during hotter months. The black soil makes the surface temperature much hotter than the surrounding air. While it is only 4.1 miles, know what you are about and be prepared.
- From Amboy Crater – Turn RIGHT on Route 66 and proceed 1.92 miles east to Amboy and the iconic Roy’s Motel and Café (No longer a motel and no cooked food. Has fuel and snacks). If you come through here at night, the Roy’s sign has been restored and the neon shines in all its former glory of the hey days of Route 66.
- On the WESTERN =side of Roy’s (left if facing it), take the trail that leads NORTH along the edge of the property for 1.14 miles to a Utility Road (this is the same Gas Line Rd you were on previously)
- Turn LEFT on Gas Line Rd and proceed WEST for approximately 6.78 miles – this is the intersection where you were previously traveling east and turned south to Route 66.
- Turn RIGHT (NORTH) rejoining EMHT at EMHT Mile 423.7



- EMHT Mile 434.6 – IGNORE Side Trip directions to Orange Blossom Mine as it is now gated private property
- After making the RIGHT turn at EMHT Mile 434.6, proceed .51 miles to small sand wash and Turn LEFT (NORTH). There is a newly built rock cairn marking the turn. This is the equivalent of the old EMHT Mile 435.4 turning point.
 - **Faster Alternate** – If you do not wish to explore the area along the Old Dad mountains and Budweiser Spring – do NOT make the LEFT turn at 435.4 – instead continue straight (east) on the trail for 3.90 miles to the intersection with Kelbaker Rd and Turn LEFT. Proceed north on Kelbaker Rd for 1.92 miles. Just past the right curve there is sandwash on your LEFT – this is where the EMHT connects to Kelbaker Rd. **Skip the next 10 bullet points.**
- **NOTE – WATCH for Desert Tortoise along the entire area all the way to Kelso Dunes.**
- From I-40 underpass, original EMHT angles left along base of the mountain, this is now closed – you MUST angle to the RIGHT following the trail out of the wash
- From the bridge, proceed for .46 miles
- Turn LEFT on faint trail and proceed for .24 miles intersecting more defined trail
- At Intersection, Turn LEFT. Trail will immediately bend Right and angle you back towards the base of the mountain. Proceed for .36 miles and rejoin the EMHT at EMHT Mile 438.6.

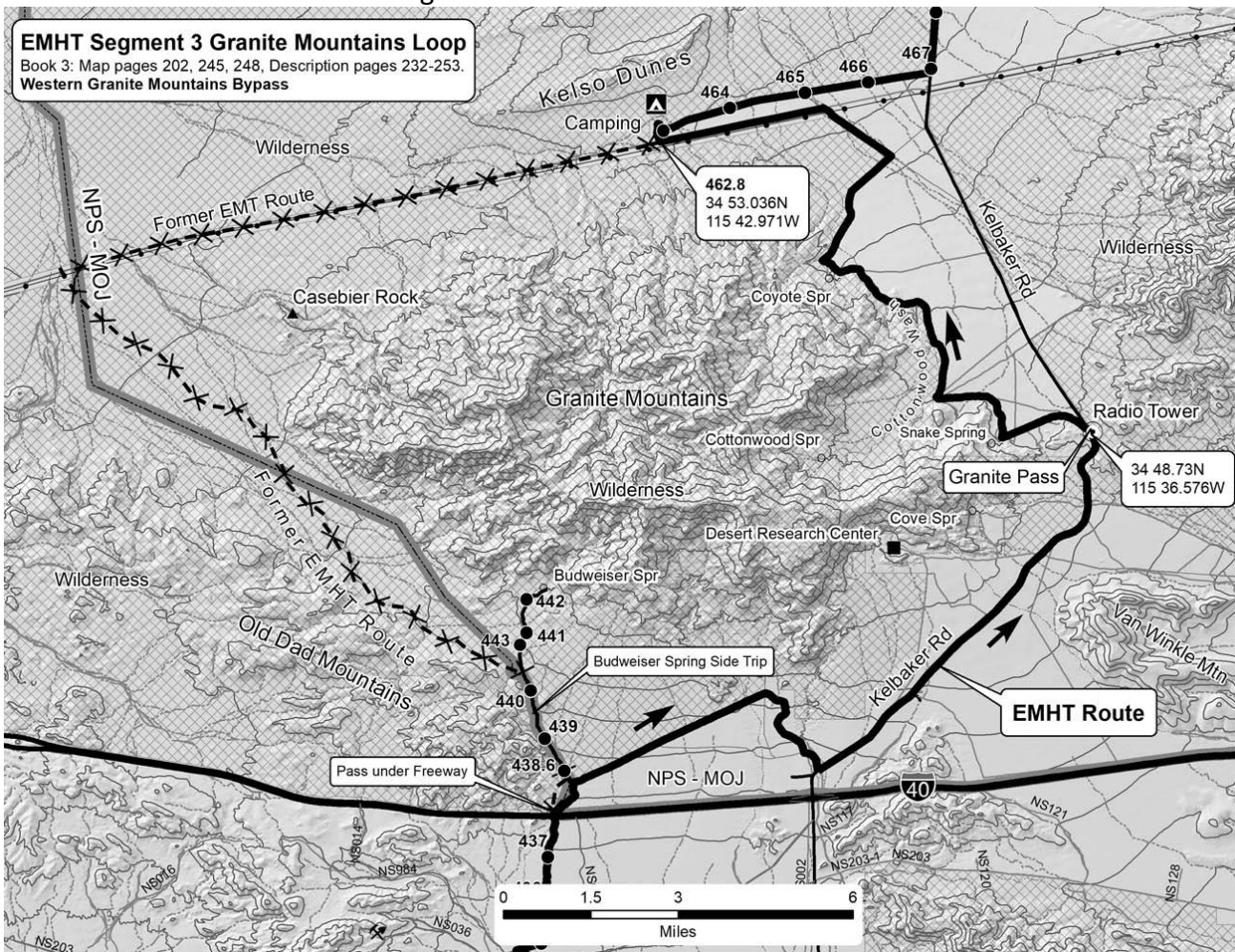


- EMHT Mile 440.3 “Y” Intersection – you MUST go RIGHT to Budweiser Spring. Left is now CLOSED WILDERNESS AREA
- Once at Budweiser Spring – you MUST retrace your route backtracking to EMHT Mile 438.6. Continue retracing your route back to the point where you entered onto the more defined trail.
- At this point, STOP retracing your route and proceed straight ahead (EAST) for approximately 2.81 miles. Arrive at a 200’ wide wash. Cross wash and continue EAST for .26 Miles and arrive at crossroads
- Continue over crossroads and proceed 1.40 miles on trail bending SOUTHEAST around backside of granite outcropping before turning more SOUTH tracing the edge of outcroppings
- Arrive at “Y” intersection. Follow the LEFT fork and drop into a wash. Stay to the RIGHT side of the wash for .40 miles arriving at paved Kelbaker Rd.



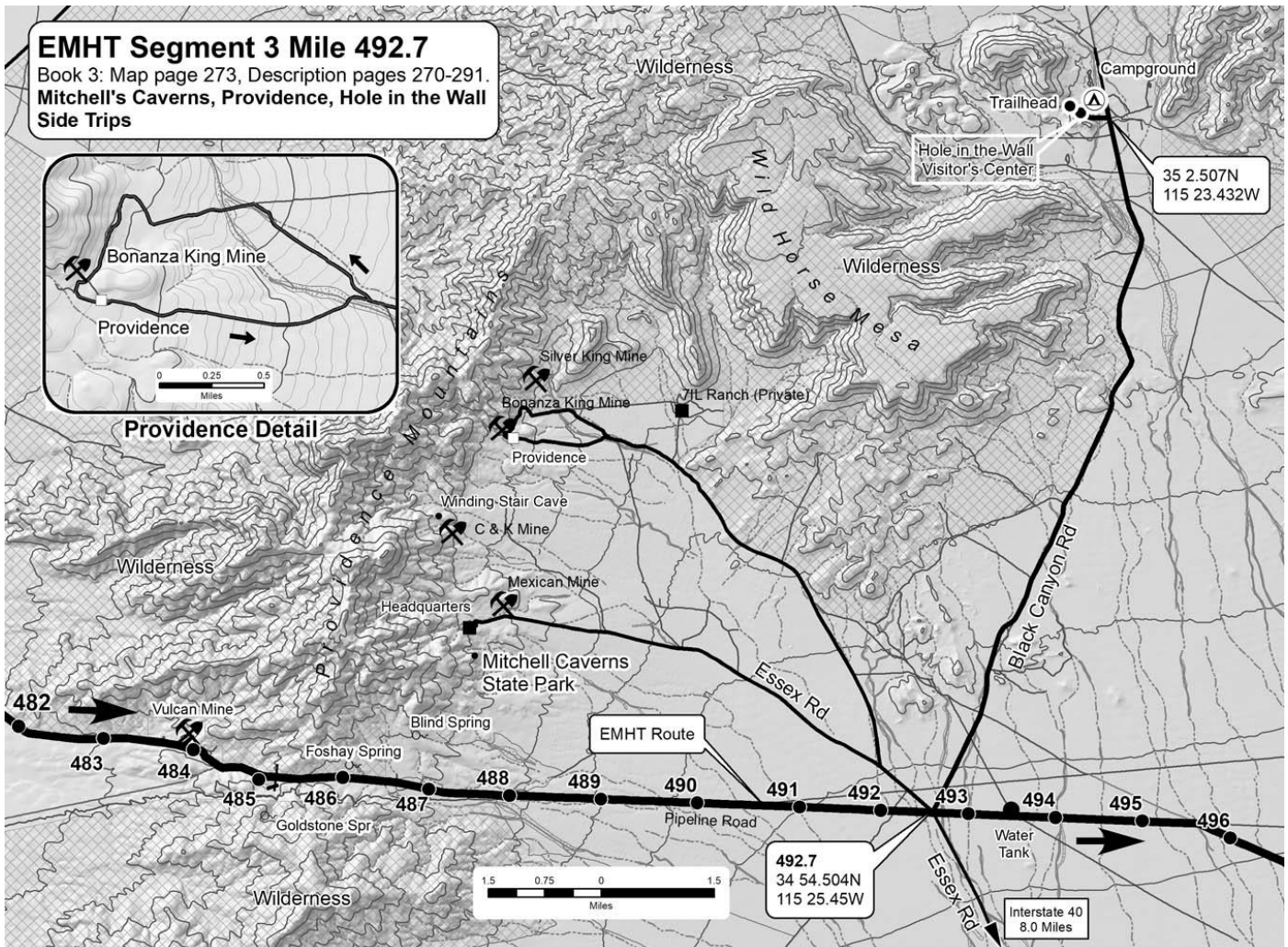
- Turn LEFT on Kelbaker Rd and proceed for 7.39 miles on pavement. After rounding some curves on pavement – on your RIGHT there will be a paved lot with microwave towers – you will Turn LEFT onto a shallow angle dirt trail
- Turn LEFT onto shallow angle dirt trail heading NORTHWEST for .42 miles. At “Y” intersection Stay LEFT following trail as it bends to the SOUTHWEST
 - For the next mile, STAY STRAIGHT ignoring all roads. All roads to the LEFT go to camping locations – so if you are looking for a place to camp – this is a nice area. If you can make Kelso Dunes to attempt to camp – I would try that first and then use this area as a backup.

- After another 1.38 miles trail will make a hard curve to the RIGHT – continue on trail. The Granite Mountains remain on your LEFT.
- Remain on trail for another 1.47 miles ignoring any and all side roads
- After 1.47 miles, you will come to another sharp curve to the RIGHT except this one has a few trails that angle even harder right – ignore those. So, as you approach the curve -there will be a trail that goes Hard Right - ignore it staying straight and beginning the curve to the RIGHT. At the immediate end of the curve, after making almost a 180, there is a “Y” – take the trail to the LEFT heading NORTH – ignore the trail heading northwest. Again – staying on the trail with the mountains to your LEFT. All trails LEFT go to dispersed camping spots, while trails RIGHT will take you towards Kelbaker Rd
- Continue on this trail skirting along the edge of the mountains for 4.81 miles. Join trail that heads NORTHWEST away from mountain
- Proceed on straight trail for .81 miles and come to crossroads
- At crossroads – Turn LEFT heading towards Kelso Dunes and proceed for 1.27 miles arriving at intersection with Powerline Rd
- Turn LEFT on Powerline Rd and proceed for 2.37 miles to trail that goes Hard Right – TURN RIGHT
- Proceed for .17 miles and rejoin EMHT at EMHT Mile 462.8.
 - This area is the primitive camping for Kelso Dunes. This area is free camping and first come first served. There are no facilities here. However, 1.11 miles EAST on the graded Rd is the Kelso Dunes hiking trailhead – there are pit toilets located here.
 - Kelso Dunes are among the largest in North America at 650’ high. The hike is a 3-mile round trip to the summit and back through soft sand. There is no shade.



- **NOTE** – Kelso Depot at EMHT Mile 474.8 is now the Visitors Center for the Mojave National Preserve – whereas at time of original EMHT publication it was abandoned and boarded up. Now, you can tour it, visit the museum, get some snacks, cold drinks, maps, and souvenirs (patch, pin, and decal collectors – this is your one spot in the Mojave Desert for these items). There are also real restrooms. It is a very well restored historic train depot that is worth taking some time along your travels to explore.
- **NOTE** – EMHT Mile 484.5 Foshay Pass: EMHT Guidebook lays out alternative routes to crossing Foshay Pass, just note that the main trail requires a steep low range recommended climb. NPS Rangers will advise not attempting Foshay Pass from West to East – use your judgement to assess your vehicle capabilities and driving skill. If you have been traversing the entire EMHT to this point, your vehicle and skill should be more than capable.
 - **If you do NOT feel confident in attempting this ascent, backtrack to Kelbaker Rd and Turn LEFT (SOUTH) to I-40, take I-40 EAST to Essex Road exit, Turn Left (NORTH) and proceed 9.8 miles to where the EMHT intersects Vulcan Mine Rd/Essex Rd/Black Canyon Rd.**
- **ATTENTION:** At EMHT Mile 492.7 – intersection with Essex Rd – the EMHT is substantially altered to improve your experience given current conditions and activities available to the EMHT Explorer in this area. His vicinity brings to bear several features that contribute greatly to the Mojave Desert Heritage. If you do NOT wish to experience these treasures then continue on the Gas Line Rd straight across Essex Rd and follow the path and directions to the EMHT Segment 3 end point in Fenner. The directions below assume you wish to experience all this area has to offer.
 - **A Second NOTE** – Timing is a factor in this area as Hole in the Wall has a campground and hiking opportunity (spectacular and not long) and Mitchell Caverns requires advanced reservations for the tour – so depending on what your timing is could dictate how you do this area. You will return to this intersection multiple times if doing everything and I have centered here as a familiar and easily recognizable reference point.
 - **To Hole in the Wall:** As previously mentioned, first come first served established campground with a small fee, and a spectacular hike.
 - From Gas Line Rd – Turn SOFT LEFT (NNE) onto Black Canyon Rd and proceed on pavement for:
 - 9.74 miles Turn LEFT into Visitors Center and Trailhead – parking lot
 - 10.00 miles – Turn LEFT into Campground (.26 miles beyond Visitors Center parking lot)
 - **From Hole in the Wall:** Backtrack the 10 miles to the Essex Rd intersection
 - Turn LEFT on Gas Line Rd for Fenner
 - Turn RIGHT on paved Essex Rd for Providence Ruins/Bonanza King Mine/Mitchell Caverns
 - **To Mitchell Caverns/Bonanza King Mine/Providence Ruins:** As previously mentioned, you need advanced reservations to participate in the Mitchell Caverns Tour – well worth it. Mitchell Caverns is only open for tours on Fridays, Saturdays, Sundays, and holiday Mondays.
 - From Gas Line Rd – Turn HARD LEFT (NNW) onto Essex Rd and proceed on pavement for .85 miles to “Y” Intersection
 - **To Mitchell Caverns** – Stay LEFT on pavement and proceed for additional 5.24 miles to Visitor Center.
 - **To Bonanza King Mine/Providence Ruins** – Bear RIGHT at “Y” on graded dirt road and proceed for approximately 4.78 miles and reach a “Y” intersection – you MUST STAY LEFT as the right fork is a private driveway to an occupied ranch

- Proceed NNW for approximately .78 miles and arrive at another “Y” intersection
- **To Bonanza King Mine** – Bear RIGHT at Y and proceed for .62 miles intersecting with dirt trail coming in from right rear
- Turn LEFT and proceed .39 miles to a “Y” intersection
- Turn RIGHT at Y and proceed .20 miles arriving at another “Y” Intersection
- Stay LEFT on the lower trail and proceed .15 miles to Bonanza King Mine on RIGHT
- **ATTENTION:** Proceed .10 miles to base of hill. This ascent is VERY moguled and has loose rock. **High clearance 4X4 with low range and at least one differential locker HIGHLY recommended.** The ascent itself is short – only about 100 yards.
 - **If you do NOT think you can make this ascent – then from the mine – backtrack the 1.36 miles to the Y intersection and make the HARD RIGHT (180) and follow the trail 1.25 miles to the top of Providence ruins**
- After completing the ascent, you will be at the top of the Providence Ruins. Take the trail RIGHT that will drive through the ruins as you begin heading downhill for 1.25 miles.
- Rejoin your inbound trail and backtrack to Essex Rd intersection.
- **To Providence Ruins** – Bear LEFT at “Y” and proceed for 1.25 miles to the top of Providence Ruins (you will have driven through them on your way up). From the top – you can hike down to the Bonanza King Mine (short distance). **It is NOT recommended to drive down the steep hill.**
- Retrace your route back to the Essex Rd intersection



- EMHT Mile 492.7 – Proceed East on Gas Line Rd continuing on original EMHT
- **Arrive at Fenner (nothing remains here, so directions are to the gas station next to the Fenner site) and the endpoint of EMHT Segment 3 at EMHT Mile 598.3.**
 - **NOTE** – If you are continuing on to EMHT Segment 4 – Fuel up and resupply what you need in Fenner/Essex as there is no other opportunity to do so until end of EMHT Segment 4.

Congratulations on completing EMHT Segment 3