Sam Kottoor's Technical Trip Report - Mojave Road (CA, NV)

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The Report

Disclaimer:

This is the not-fun version of the trip report, where I've left out all the thoughts I had during the journey, or all the little things that happened. I do not attempt to write well here, I only attempt to quickly share the general facts of the journey. I will share the fun, narrative, and super-detailed trip report later as a comment on the route on FKT's site, when I'm done writing it in five years time. This trip report serves as more of a quick read to see how the trip went, and something I can share in the meantime while the full narrative is being written.

All my final stats, and all the planning I put into this trip is found here as well.

I did this attempt solo, and unsupported. Meaning, I never walked with anyone, nor received aid from anyone. I carried all my food and water on my back from start to finish, and never stashed any of my gear. I also never pre-stashed any food and water before the journey.

Brashier, the person who submitted the route, did it from East to West. I did it from West to East, simply because it made more sense for me to leave my car at the East Terminus. Nothing on the route description seemed to mandate a direction of travel, so I believe this is ok. Otherwise, another category can be made. It is true that West to East did end up having less elevation gain than East to West.

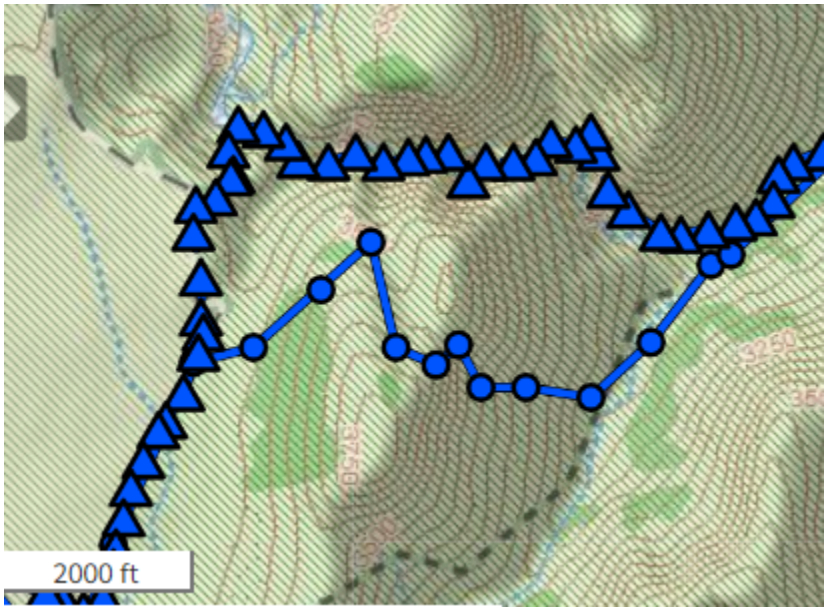
Finally, I did accidentally go off the original tracks four times in the journey, and immediately worked to rejoin the original tracks as soon as I realized I was off. Three of the times were incredibly minor, being off trail for about 10 minutes each, only worth mentioning for full transparency. The other time I was off trail for about two hours, but walking basically parallel to Brashier's tracks about .5 miles away. I simply could not find his trail through the brush for a bit. I explain how this happened, and why I really don't

believe this should disqualify the attempt here. Please see, reach out with questions, and if you disagree I understand! Below are some comparisons between his route and mine.

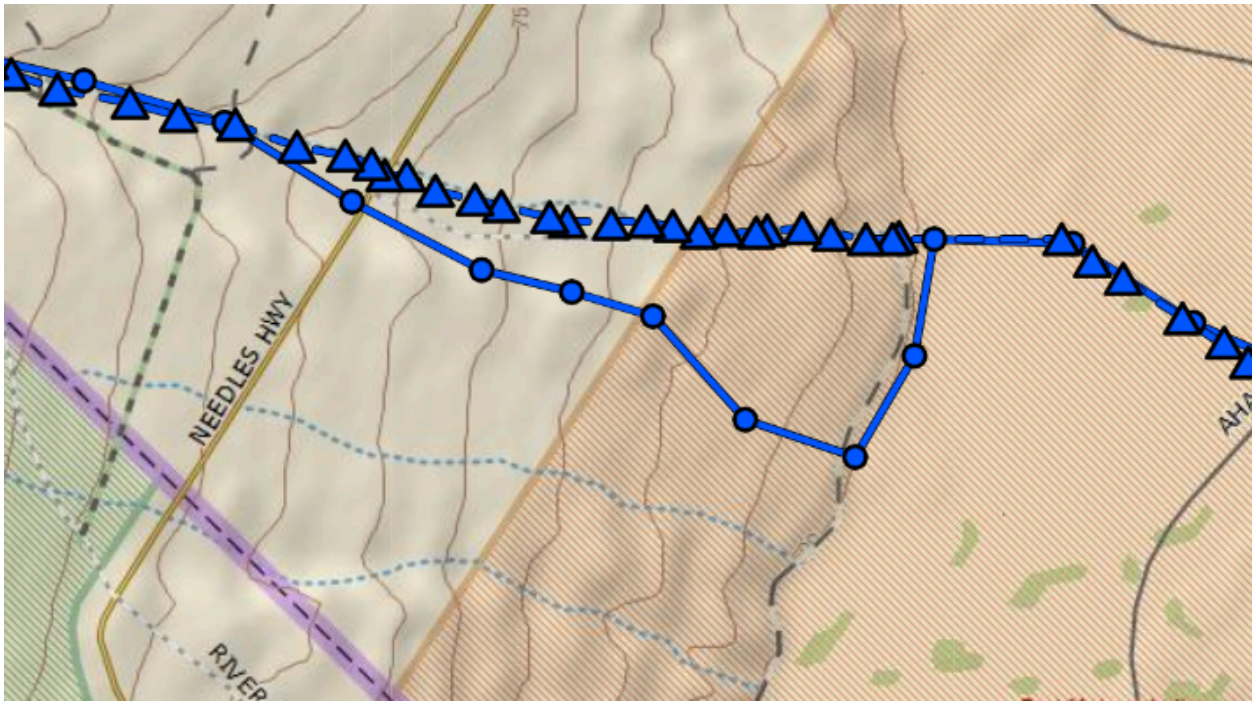
First, here is an image displaying both my tracks (circles) and his (triangles). The difference is indistinguishable when looking at the view of the whole traverse.



Here is a picture of the only real deviation from his tracks, zoomed in at the very eastern end of the preserve. Again, I'm circles, he's triangles. You can also see the 2000 feet marker at the bottom left to help measure. I was off his tracks from 6:46 AM to about 8:57 AM on December 28th.

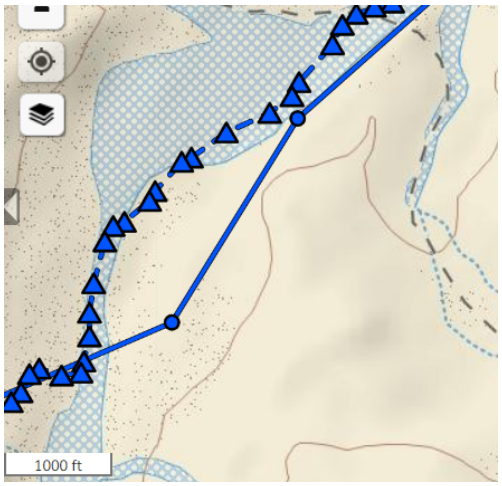


Here's another place I messed up, towards the very end of the traverse, adding more mileage for me.

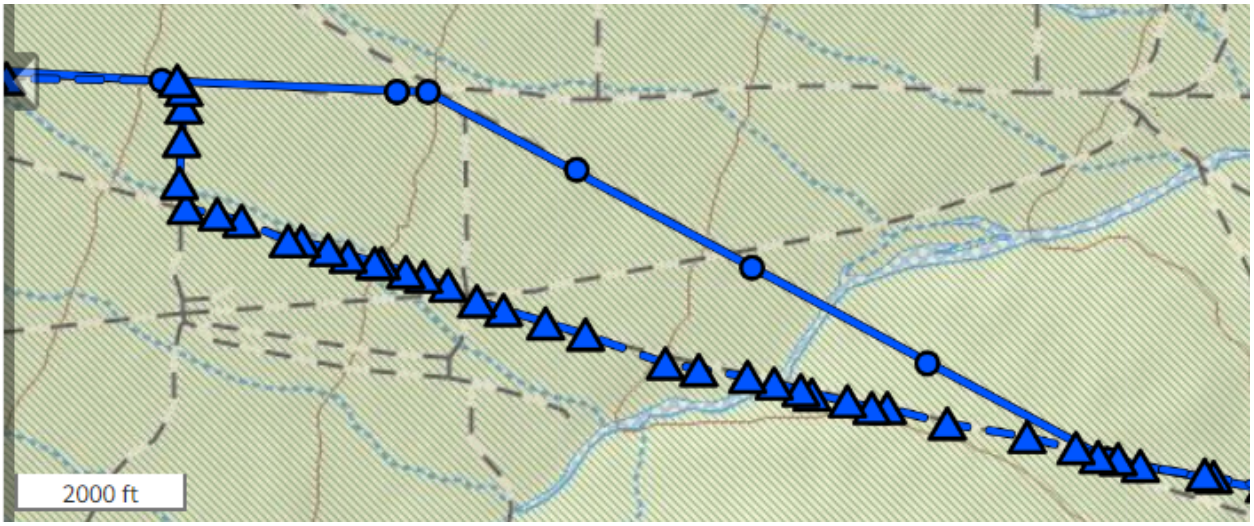


I do believe the discrepancy in miles (me: 129.27 miles, him: 134.06 miles) was because looking at his tracks, he clearly had a higher upload frequency of GPS points than my every 10 minutes, so his tracks accounted for all the little twists and turns along the way.

Here is an incredibly minor diversion at the start of the traverse, for what was roughly 12 minutes.



Here's the last one.



Again, please read this section to understand why I don't believe any of this should disqualify me.

I share all this because…

1. I think it's incredibly important for everyone to know exactly what I did, and if it matches with what will be displayed that I did. In other words, the truth is always the most important thing.
2. I want to assure all that I had no bad intentions, no desire to cheat, simply, I accidentally went off his tracks a few times.
3. It's important to note that every time I was off his tracks, as I quickly made an attempt to rejoin, I had to go through brush, slowing me down quite a bit, especially in the case of the second picture I shared above, where I had to climb and descend an entire mountain because I couldn't find the flat off-road/trail that went through the flat wash of the mountains. So, these mishaps added time to my journey, about 1-2 hours if I had to guess. My mishaps by no means made me faster.
4. I do believe these occurrences are too minor to disqualify, especially when you understand what the Mojave Road is/its history, read here.

I encourage you to compare the two GPX files for yourself if you are unsure as well.

Send me any questions you have!

12/22/23

Drove towards Simi Valley, where I would spend the night with my cousins.

12/23/23

Filled both my 1 liter water bottles, and put 5 liters in each 10 liter bag.

My cousin Rita and I began driving towards the Eastern Terminus of the route. After an uneventful drive, I left Hobbes (my car) on the BLM land about 1 mile north of the true Eastern Terminus, leaving Hobbes in the protection of a steering wheel lock, and my trusty "Off-On-An-Adventure" sign, both seen in Figure 1 below.

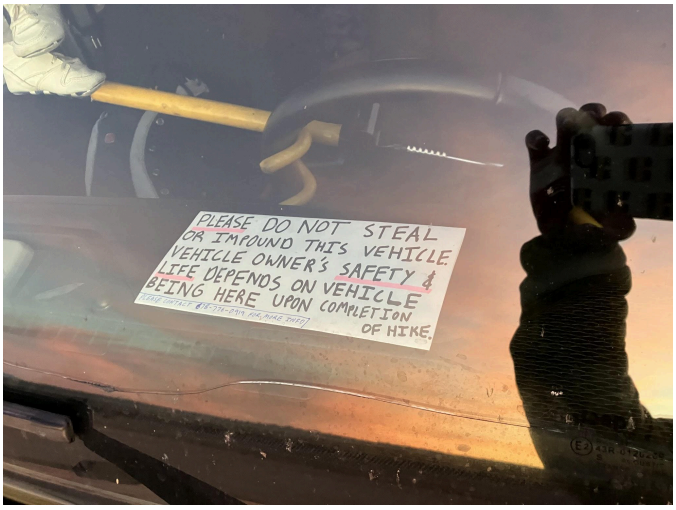


Figure 1 *The "Off-On-An-Adventure" Sign*

It is important to note, for anyone who may attempt, that the Eastern Terminus lies within the Fort Mojave Reservation, Native American land, so you should not park your car here. However, if you drive a mile north on the road closest to the Colorado river, you will be in BLM land, where you could leave your vehicle. I believe it turns to BLM land right after you drive past a water pump on the river, but check your maps to be sure. Once you enter BLM land, you can take a left onto the road parallel to the riverside one, and find parking on the BLM land.

I hopped in Rita's car after leaving Hobbes there, and we drove towards the Western Terminus. She dropped me off, and I set up camp about 20 feet from the Western Terminus, the Camp Cady Historical Landmark, with plans to commerce the journey in the morning.



Figure 2 *California Registered Historical Landmark No. 963-1: Camp Cady (1860-1871)*

11/24/23

It was morning, and so I commenced. I began at exactly 6:00 AM, with 60 pounds hugging my back.

I followed the Mojave Road as it slowly got deeper and deeper into the wilderness, leaving Camp Ironwood far behind. Common to my past desert experiences, the scenery changed drastically every few miles, from walking between a region littered with clumps of hardened sand, then entering the wide, flat surface of the wash bordered by towering walls.



Figure 3. *Clumpy then Flat*

The Mojave Road, an ancient network of paths used by the Mojave Natives to cross the Mojave Desert, the one I now currently walk on, was taken from Natives during the process of colonization. By no means am I the third to have ever walked it (FKT has documented both Sarah Estrella's and Evan Brashier's crossing done before mine), as it has been done many times before by the Natives. Nor do I have any claim to the second fastest to have ever walked it (FKT has documented Sarah Estrella with the Fastest Known Time for an unsupported traverse), as Mojave runners were known to be able to cover up to a 100 miles in a day.

Of course, now that we (humans) have a running documentation of people's attempts at things, I was excited to hopefully be fast enough to have my attempt displayed on FKT, without any delusion that I was setting some record or discovering new routes, as the Natives had fully created/explored/conquered this route many times over, many years before my birth.

Simply, the sharing of adventures on FKT's website has connected many people with many people, sparked ideas in some, inspired others, and given resources to those who desire to attempt certain routes.

For these reasons and more, I enjoy having my name on FKT's website.

Similarly, for these reasons and more, I write trip reports, like this one.

Since its usage by the Natives, the path has taken on many forms, and now, it serves as a popular off-roading route through the desert. This path that was once walked by many is now walked by very, very, very few.

Whatever the case, the Mojave Road itself in many cases is a distinct path through the wilderness, especially in cases when it is limited to the walls of the wash, but sometimes, as the land becomes more open, multiple off-roads criss-cross each other, each likely part of the system of paths used by the Natives. Or, in many other cases, there would be two or three dirt roads running in parallel to each other for many miles. So, at certain points, it is a bit unclear which path to travel on to be on THE Mojave Road, but I soon realized that the entire system was THE Mojave Road, and general East-West movement across the desert along these paths should suffice in declaring that I used the Mojave Road to cross the Mojave.

That being said, I stuck closely to the GPX tracks of Evan Brashier, as these were the uploaded tracks on FKT's website, only losing his tracks four times in the whole journey when his tracks seemed to head off

the path, or if the path I was on would seemingly end. I made an effort to quickly rejoin his tracks each time. There didn't seem to be an EXACT one path that was the Mojave Road, and sometimes it would get confusing which path to follow. Additionally, because he had traveled East to West, and I West to East, many of the forks that I encountered on the road, were simply "straight-aheads" for him, and vice versa. This caused me some additional confusion.

On this first day of the hike, about three hours in, the off-road that I was on seemed to be veering off track. I looked at my phone and noticed I was a bit off of Brashier's tracks. I soon realized that Brashier had taken a left turn onto a separate off-road that I passed about five minutes back. I quickly changed my direction, through the brush, to join back to Brashier's tracks. As I did so, I saw a little desert fox dart away from me.

I would rejoin Brashier's tracks within about ten minutes, back on an off-road.

On this adventure, I was really good on food and water. A little too good actually. This now being the fourth time I've attempted a desert crossing (one failed DVNP, one successful DVNP, JTNP, and now this), I had a very good idea of how much food and water to bring me, for my body (don't base your water food and water amount off of mine), without adding any unnecessary weight. Planning that the journey would be 135 miles, I packed 12 liters of water, 1 liter for emergency, thereby allowing myself no more than 80 milliliters per mile. Similarly, I packed 11,790 calories, 990 for emergency, thereby allowing myself no more than 80 calories per mile. This, along with my gear, was the makeup of my approximately 60 pound pack.

A note of advice from the lessons I've learned for any who may attempt to traverse large distances of waterless land: when creating a ration plan for food and water, I recommend budgeting a certain amount of food and water per ***mile*** *of the journey as opposed to per* ***day*** *(or any time increment). The amount of time you are on your adventure has a higher chance of varying from what you had originally planned, than the chance that the amount of miles on your route changes from what you had planned. If you budget per mile, you will only use food/water after having completed the allocated amount of miles, regardless of how slow or fast you are going. So, you should not run out by the end of the total miles of the journey.*

Whatever the case, I was finding myself rationing water extremely well. I would go maybe three miles and then drink 100 ml, as opposed to the 240 ml I had allotted. Looking back, it was understandable for me at the start of the journey to aggressively ration, as all the thoughts of what might go wrong later on echoed in my head-chamber. Comparatively, towards the very end, I would drink water carelessly, knowing I had plenty of water, with little mileage left to go. I would get mad at myself for not drinking

more water in efforts to reduce pack weight, simultaneously extremely proud of my ability to not consume so much and control my desires.

I ended the day with 27 miles.

12/25/23

I woke up at 4:15 AM, headed through the Afton Canyon area. I then entered the preserve, and had put in 25 miles for the day.

12/26/23

Began at 6:20 AM. Saw lots of rabbits today. Stomach began feeling sick, presumably from bad pepperoni I was eating. The Mojave Road surprisingly became paved after Kelso Cima Road.

Ended the day having done 23 miles.

12/27/23

Began at 6:06 AM, started seeing much thicker vegetation on the East half of the preserve. The Mid Hills area was very pleasant.

About two miles after passing Rock Spring, the place became an AWESOME forest of Joshua Trees. Some of the tallest, most-branched ones I had ever seen.

Kept moving with lots of energy, though the top of my left foot was in mild pain.

Then, at mile 102, my right knee began searing in pain. I limped a mile. Couldn't move forward. Set camp. I thought I would have to bail.

I spent the night in lots of pain in my tent. I massaged and stretched the sore area. Then, magically at around 4:30 AM, it felt about 80% better. Still awful.

10/28/23

I began limping. The pain came back quite a bit, but not as bad as the night before. At a certain point, the Mojave Road seemed to disappear as it collided into Old Government Road. I walked south on Old

Government road and doubled back, as it didn't seem like the right way. Evan's tracks seemed to go right over the mountain in front of me. So, I tried following Evan's tracks, limping up the entire mountain, and then limping down it avoiding the canyon to my left. His tracks seemed to be just barely to the north of me the whole time, but I couldn't find any real path.

I entered an amazing wash, and was back on his tracks, within probably an hour of losing his tracks.

However, I still didn't see the Mojave Road.

I kept heading east through the wash, what felt like a surefire way out of the Piute Mountains. Soon, I started seeing footprints. I was thrilled.

But soon, I encountered the thickest amount of brush/fallen trees I had ever seen, blocking the route. I was baffled. I doubled back to the footsteps, to realize that there was an actual trail here!

It seemed Brashier had taken this trail as well. I was still confused, I thought it was supposed to be a road the whole time. The trail went up onto the walls of the wash, avoiding the vegetation.

Then, I even saw a car. I was thrilled.

I took the trail to Fort Piute's parking lot, and soon learned that what I had just limped through was the *original* Mojave trail, no longer accessible to off-roaders. Off-roaders had to take a different route. But, I was back on an off road.

I kept limping and limping and limping forever. My knee in searing pain, but my mind clear.

I limped into Nevada.

I had so much spirit, I felt I could keep moving. I felt I could finish the whole thing tonight.

But my knee was in so much pain that I felt I would injure it truly if I kept moving.

I set camp after having moved 19 miles today, going to bed at 7pm.

12/29/23

I woke up at 1:30 am, and decided to finish. I continued limping down to the elevation of the Colorado River. Stayed on the Mojave Road.

As I entered the farm land, still on dirt road, I realized that I was slightly off of Brashier's tracks. I was a bit confused as I didn't see a different road, but I angled myself into the brush and began limping towards his tracks again. I would rejoin his tracks within 10 minutes.
I continued limping along the Mojave Road.

Finally I reached the end.

But one thing.

Though I knew that Brashier probably stopped where the road stopped, I felt that the true Beale's river crossing was 5 feet further, on the bed of the river, about 10 feet lower. Only problem was that there was a little hill of rocks to descend to get here, a task that would take me 10 seconds on a normal day.

But today was not a normal day.

I knew I had to get to the bottom for me to really feel I touched Beale's crossing. So, I lowered myself onto the next rock below, my knee screaming in pain.

Lowered my self to the next rock.

Agony. My pack pushing each step in further.

I couldn't take off my pack, that would be cheating. That would be a supported attempt. You gotta wear your pack the whole way for an unsupported attempt.

Each step, a total of maybe just 20, was the worst pain of my life.

I had to slide on my butt for a few of the steps.

But finally, I made it to the bottom.

And stopped my tracks.

For I had made it.

I limped back up the rock hill, and then limped to my car a mile away.

And then smiled.

For I had really made it.

Final Stats

GPX File Download of My Attempt: File Link

Start Time, Coordinates & Description (Eastern Terminus):

- Time: December 24, 2023 at 6:00:30 AM
- Coordinates: 34.945053 N, 116.599230 W
- Elevation: 1,750.52 ft
- Description: The Eastern Terminus is the "California Registered Historical Landmark No. 963-1: Camp Cady (1860-1871)", seen in Figure 2 of the Narrative above. I accessed it by driving East on Cherokee Road (dirt road) towards Camp Ironwood, and then taking a right onto a seemingly unnamed dirt road about 3000 feet after crossing over Manix Road. Cherokee Road is basically accessible to all vehicle types, and then the final dirt road isn't so dangerous, but I recommend AWD/4WD.

End Time, Coordinates & Description (Western Terminus):

- Time: December 29, 2023 at 6:02:45 AM
- Coordinates: 35.045260 N, 114.627013 W
- Elevation: 488.88 ft
- Description: The Western Terminus is "Beale's Crossing" where the Mojave Road Trail meets the Colorado River. I accessed it by driving North on Aha Macav Parkway (paved road), and then taking a right onto the dirt road "Mojave Road Trail". This dirt road could be accessed by any vehicle. Drive straight on the Mojave Road trail until you meet the river. I treated the true Terminus as not where the road stops, but about 5 feet further, down on the rocks on the bank of the river, about 10 feet lower than the road, where the only thing between you and the river is thick vegetation. Beale's Crossing is not marked by any plaque or anything, from what I was able to find.

Total Time: 5 days, 0 hours, 2 minutes, 15 seconds (5.0016 days)

Distance Traveled: 129.27 miles

Mileage Splits (Approximate):

- 12/24/23: 27 miles
- 12/25/23: 25 miles

- 12/26/23: 23 miles
- 12/27/23: 28 miles
- 12/28/23: 19 miles
- 12/29/23: 7 miles

Average Speed: 1.08 mph

Average Moving Speed: 2.05 mph

Max Speed: 3.4 mph

Max Elevation: 5,150 ft

Min Elevation: 475 ft

Min to Max Elevation Difference: 4,675 ft

Total Feet Ascended: 6,856 ft

Total Feet Descended: 8,116 ft

Pack Starting Weight: 60 pounds (approximate)

Food Starting Weight w/Sack: 10 pounds (approximate)

Pack Starting Weight without water: 33 pounds (approximate)

12 L of Water Weight: 27 pounds (approximate)

Pack Ending Weight: 36 pounds (approximate)

Calories Used: 9800 calories (approximate)

Calories Packed: 11,790 calories

Calories Used per Mile: 75.8 calories

Calories Used per Day: 1,959.4 calories

Water Used: 8.4 liters

Water Packed: 12 liters

Water Used per Mile: 64.98 milliliters

Water Used per Day: 1.68 liters

Battery Used: I brought 2 20,000 mAh battery packs, each showing 4 lit bars when full of battery, and only used one battery pack, that pack ending with 3 lit bars at the end of the trip.

Trip Video: No video for this trip. GoPro was not working at the start of the journey.

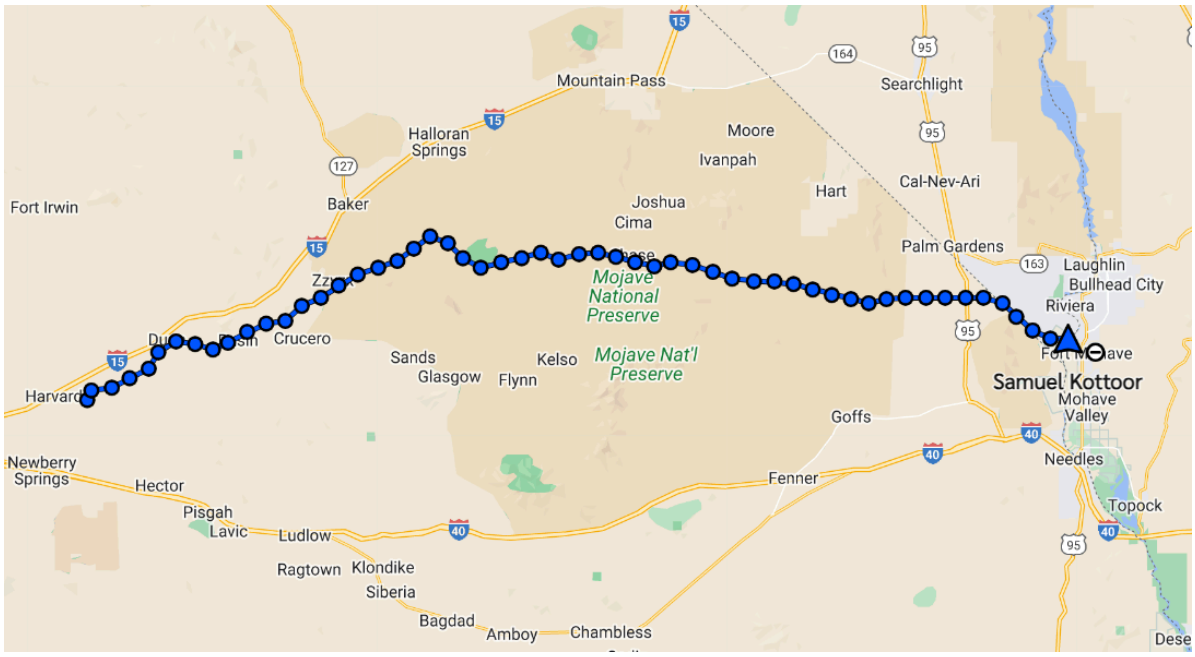
GPS Track Animation: Video

Various Layer Views of GPS track: View Appendices 1-3 in the Appendices below.

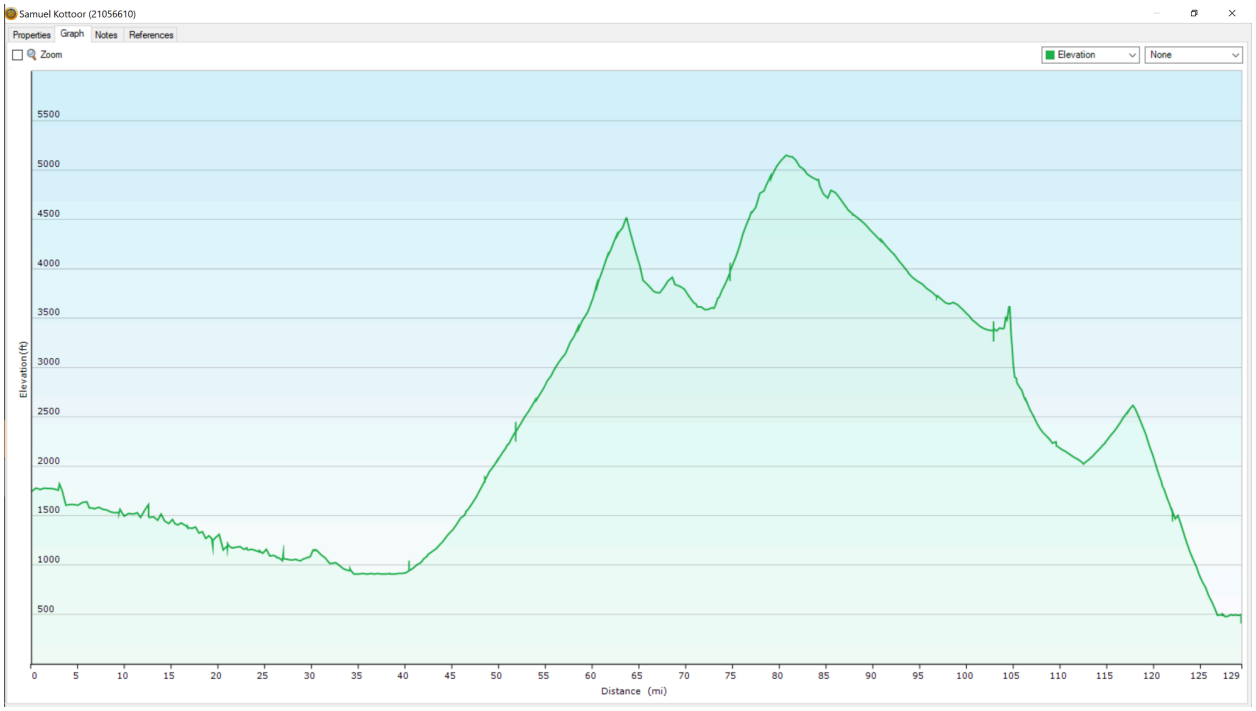
Campsite Locations:

- Night 1 (12/24/23): 35.074615 N, 116.222048 W (Elevation: 1,070.18 ft)
- Night 2 (12/25/23): 35.189853 N, 115.862953 W (Elevation: 2,367.52 ft)
- Night 3: (12/26/23): 35.169940 N, 115.488516 W (Elevation: 3,966.44 ft)
- Night 4: (12/27/23): 35.101178 N, 115.019301 W (Elevation: 3,385.33 ft)
- Night 5: (12/28/23): 35.076008 N, 114.722070 W (Elevation: 1,522.24 ft)

GPS Track (Road View):



Elevation Chart:



BELOW IS ALL DOCUMENTED PRE-ADVENTURE PLANNING

Action Items!

- ***Specific Planning for the FKT***
    - ~~Acquire a map of the region~~
    - ~~Create the car sign~~
    - ~~What is the record I need to beat? - 4d 2h 12m 11s~~
    - ~~Create a Google Maps map~~
    - ~~Read camp cady sign~~
    - ~~Check emails from self~~
    - ~~Prep a bag to directly go to Reny Aunty's~~
    - ~~Have food and water prepared for return~~
    - ~~Share plan with parents~~
    - ~~Create itinerary~~
    - ~~Plan for a failure of google maps~~
    - ~~Create a comment on the FKT page to notify about the attempt~~
    - ~~Determine East and West Terminus coordinates~~
    - ~~Test for leaks on the dromedaries~~
    - ~~Determine how much water to bring - 12 liters - 1 for emergency, so 81.48 ml per mile, or 1 liter per 12.27 miles. Plan for 80 ml a mile.~~
    - ~~Determine how much food to bring - pack 11,000 calories of food, so 81.48 calories per mile. Plan for 80 calories a mile. Food ideas include:~~
        - ~~Trail Mix~~
        - ~~Sour Patch Kids~~
        - ~~Pepperoni Packets~~
        - ~~Tuna Creations~~
        - ~~Tortillas~~
        - ~~Dried Mangoes~~
        - ~~Hot Sauce~~
        - ~~Honey Stinger Energy Chews~~
        - ~~Salt Stick Chews~~
        - ~~Fiber Bars~~
        - ~~Beef Jerky~~
        - ~~Snickers Bar~~
    - ~~Determine type of FKT to be attempted -solo, unsupported~~
    - ~~Does it matter which terminus we start from? Original is East to West - does not specify that it must be done this way.~~

    - ~~Download FKT's GPX tracks~~
    - Look through this website (mojave road) for trail details
    - Determine at least two places we can bail
    - ~~Research camping rules~~
        - ~~All campgrounds are first come first serve with the exception of the group campsites which require a reservation: Mid Hills, Hole-in-the-Wall, and Black Canyon are the three developed sites.~~
    - ~~Research if permits are required - none needed, only for groups of 25+ people~~
    - ~~See if Fence will halt travel on East Terminus - it won't~~
    - ~~Denote region specific search and rescue numbers~~
        - Mojave Desert is in San Bernardino County
            - EMERGENCY DISPATCH
            - 911
            - NON-EMERGENCY DISPATCH
            - Desert – (760) 956-5001
            - Valley – (909) 387-8313
    - *There's a lot of police on I40 - don't speed*
    - ~~Scout Trip~~
        - ~~Find a location to park car on both East and West Terminus~~
        - *Determine if there are natural sources of water along the route*
            - *"I'm counting on collecting naturally-occurring water at mile 23.7 and about mile 115." - Sarah Estrella*
        - ~~Find the East and West Terminus~~
- *General Planning*
    - ~~Review relevant advice~~
    - ~~Check weather at most arduous location~~
    - ~~Check if I still am covered by adventure insurance~~
    - ~~Check that Garmin subscription is still active~~
    - ~~Change garmin plan to tracking~~
    - ~~Get map share link: https://share.garmin.com/samkottoor~~
    - ~~Share map share link with people~~
    - ~~Download offline Google maps~~
    - ~~Make APD offline~~
    - ~~Fill car gas~~
    - ~~Buy another pepperoni packet~~
    - ~~Check offline google map~~
    - ~~Clean dromedaries~~
    - ~~Clean water bottles~~

    - ~~Wrap Angie's Gift~~
    - ~~Get Bill his gift~~
    - ~~Create maps~~
    - ~~Make sure that all necessary apps are not offloaded from phone~~
    - ~~Create space on phone~~
    - ~~Put cube tracker in car~~
    - ~~Update Garmin~~
    - ~~Charge go pro~~
    - ~~Buy a go pro charger~~
    - ~~Get another iPhone charging cable~~
    - ~~Charge garmin~~
    - ~~Buy food~~
    - ~~Clear go pro~~
    - ~~Charge portable chargers~~
    - ~~Buy more salt stick chews~~
    - ~~Refill Hand Sanitizer~~
    - ~~Restart phone~~
    - ~~Refill lotion~~
    - ~~Keep it secret from people~~
    - ~~Pack electronics in twos, and put each electronic in a separate location~~
    - ~~Pack the pack~~
    - ~~Weigh starting pack~~
    - ~~Keep extra car charging cords in SEPARATE spot from adventure cords~~
- *Before Leaving*
    - ~~Remove valuables from car~~
    - ~~Lighten wallet~~
    - ~~Lighten beard~~
    - ~~Check mail~~
    - ~~Take out trash & recycling~~
    - ~~Do all dishes~~
    - ~~Unplug all electronics~~
    - ~~Make sure food in fridge won't go bad~~
- *During the Trip*
    - Get a bumper sticker
    - ~~Upload garmin tracks~~
    - ~~ARFTM~~
    - ANFTM
    - ABFTM

    - Silly Video
    - Coca Cola bottle
    - ~~Picture with apapas rosary~~
    - Think of a related boxer brief
- *After returning*
    - Upload to FKT
    - Weigh ending pack
    - Write trip report
    - Add to all albums
    - Use the mountain checklist
    - Create an "experience" album
    - Downgrade Garmin subscription

Logistics and Mapping

- The record we are trying to set can be found here.
- I think we should budget 6 days for it.
- Google map found here.
- Distance 135 miles
- Vertical Gain 8,300 feet, East to West
- Original Crossing Done East to West
- East Terminus: *Beale's Crossing*, on the Colorado River near Needles, CA (35.045249, -114.627025)
    - Cross farmland
    - Cross Needles Highway
    - Enter a wash
    - Go up the dry waterfall at Granite Spring
    - At crest of ridge, route turns west, cross California border
    - Enter Mojave Trails National Monument
    - Go past the ruins of Fort Piute which is in the Mojave National Preserve
    - Enter Lanfair Valley
    - Cross train tracks and two paved roads at some point
    - Dry soda lake marks Western Limit of preserve, beyond this is Rasor OHV area and Afton Canyon, which are within the Mojave Trails National Monument
    - Deep water crossing at Afton Canyon Campground can have a hazardous amount of bees. To avoid attracting their attention, descend the slope near the train bridge and cross the dry stretch of the wash.
    - Follow the wides wash of the Mojave River. I-15 visible to North.

    - Approximately one mile south of the intersection with the Manix Wash, the Mojave Road reaches marked private property bounded by a barbed wire fence. An access road leads west around the property for the final four miles to the marker for Camp Cady.
- West Terminus: *California Historical Landmark No. 963.1 – Camp Cady*, on the Mojave River near Barstow, CA (34.94508, -116.59928)
- Water is available at Hole in the Wall and Black Canyon Group Site, while water needs to be hauled in at Mid Hills. Potable water for filling bottles and camping jugs is available for all overnight and day use visitors at the Hole in the Wall Visitor center and Kelso Depot Parking Area. Spigots in the preserve are not set up for filling RV water tanks.

Detailed Itinerary - December

Sunday	*Monday*	*Tuesday*	*Wednesday*	*Thursday*	*Friday*	*Saturday*
17	*18*	*19*	*20*	*21*	*22* Drive to Simi Valley	*23* Leave Simi Valley at noon. Drop car off at the Eastern Terminus. Be dropped off at Western Terminus by 8pm. Spent the night there.
24 Commence Attempt at 7:00 AM	*25*	*26*	*27*	*28* Finish Attempt Say hi to Bill	*29* Drive to Reny Aunty's in Visalia	*30*

Background info

- Camp Cady, the Western Terminus, was used as a military base to fight Native Americans who were defending their land from non-natives using the route. The military withdrew from Camp Cady after peace was achieved.
- Beale's Crossing, the Eastern Terminus, was the river crossing of the Colorado River for Edward Fitzgerald Beale's route from Albuquerque to Fort Tejon California, which uses the Mojave route once crossing the Colorado river.
- The Mojave Road connected Albuquerque to Los Angeles.
- The first pioneer wagon trains that soon followed Beale's road to the crossing cut down trees along the river to make rafts to cross the river. The Mohave people used these trees for clothing; and when the settlers cut them down without permission, it provoked a retaliation that triggered the Mohave War.
- "Long ago, Mohave Indians used a network of pathways to cross the Mojave Desert … The paths were worked into a military wagon road in 1859. This 'Mojave Road' remained a major link between Los Angeles and points east until a railway crossed the desert in 1885." – California Historical Landmark No. 963, Los Angeles, CA
- The remaining accessible Mojave Road connects the site of Beale's Crossing, on the Colorado River near Needles, CA, to California Historical Landmark No. 963.1 – Camp Cady, on the Mojave River near Barstow, CA. The majority of the route passes through the Mojave National Preserve, and is a popular four-wheel-drive road. However, some terrain features require vehicles to bypass segments of the original Mojave Road. More information about the current route and its history is available from the Mojave Desert Heritage & Cultural Association: https://mdhca.org/
- From the Colorado River in Nevada, the route crosses farmland and the Needles Highway before it enters a wash and ascends just east of the California border. Traveling on foot facilitates movement up the dry waterfall at Granite Spring. At the crest of a ridge, the route turns west, crosses the state line, and enters the Mojave Trails National Monument. The mountain range on the horizon is inside the Mojave National Preserve.
- The remains of Fort Piute sit just inside the boundary of the Mojave National Preserve. The original Mojave Road follows the trails past these ruins, and enters the Lanfair Valley. The route through the Preserve crosses train tracks and two paved roads, but predominantly remains in remote stretches of desert decorated with Joshua Tree forests, creosote, and a variety of cacti. The dry Soda Lake marks the western limit of the Preserve, beyond which is the Rasor Off-Highway Vehicle Area and then Afton Canyon, again inside Mojave Trails National Monument.
- The deep water crossing at the Afton Canyon Campground can harbor a hazardous quantity of bees. To avoid attracting their attention, descend the slope near the train

bridge and cross the dry stretch of the wash. After the campground in Afton Canyon, the route follows the wide wash of the Mojave River. In places, Interstate 15 is visible to the north. Approximately one mile south of the intersection with the Manix Wash, the Mojave Road reaches marked private property bounded by a barbed wire fence. An access road leads west around the property for the final four miles to the marker for Camp Cady, and the end of the trail.

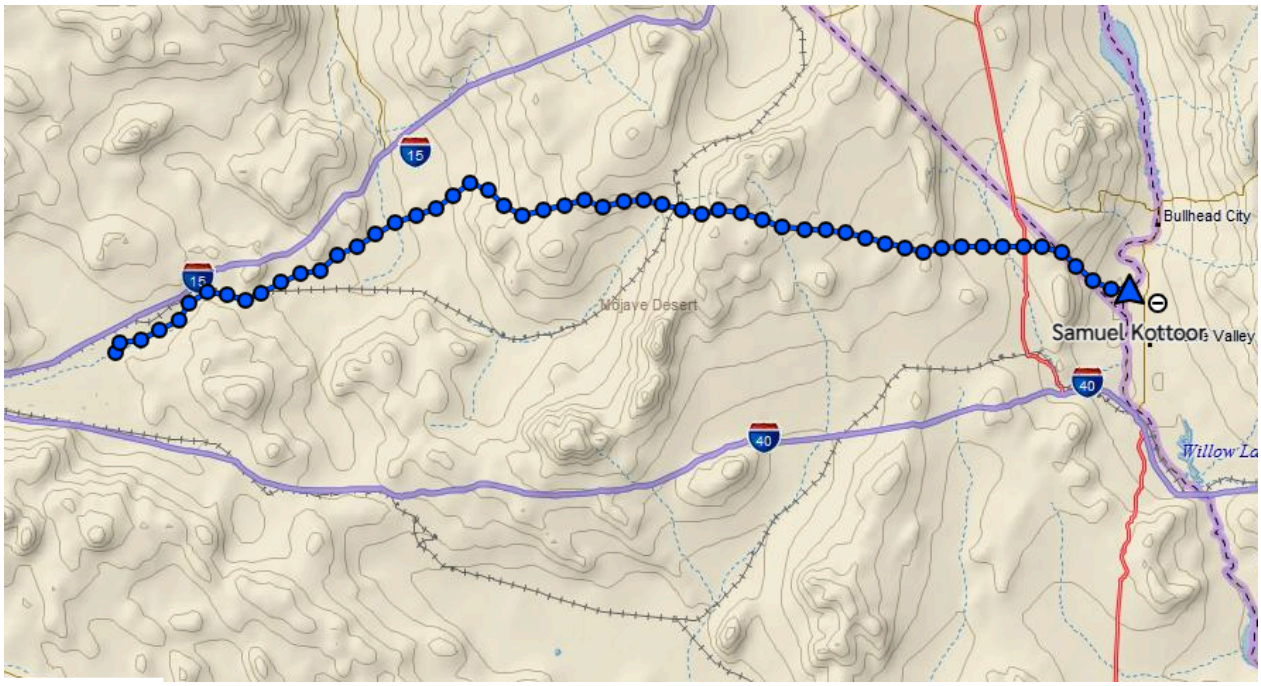
GEAR

- Essentials
    - ~~The Backpack~~
    - ~~Food~~
    - ~~2 1 Liter water bottles~~
    - ~~Trail shoes/boots~~
    - ~~Extra Pair of Socks~~
    - ~~Extra Underwear~~
    - ~~2 20,000 mAh Battery Packs~~
    - ~~Multiple iPhone/micro-usb chargers~~
    - ~~First Aid~~
    - ~~Knife~~
    - ~~Lighter~~
    - ~~Headlamp (example)~~
    - ~~Spare headlamp batteries~~
    - ~~Toilet Paper~~
    - ~~Hand Spade~~
    - ~~Large Ziploc Bag and Plastic bag inside for packing out toilet paper~~
    - ~~Hand Sanitizer~~
    - ~~Bags for Trash~~
    - ~~2 Paper Sacks~~
    - ~~SOS GPS device(example)~~
- Extras
    - ~~Wide brimmed hat~~
    - ~~Sunscreen~~
    - ~~Journal (if desired)~~
    - ~~Camera tripod~~
        - ~~GoPro attachment~~
        - ~~Iphone attachment~~

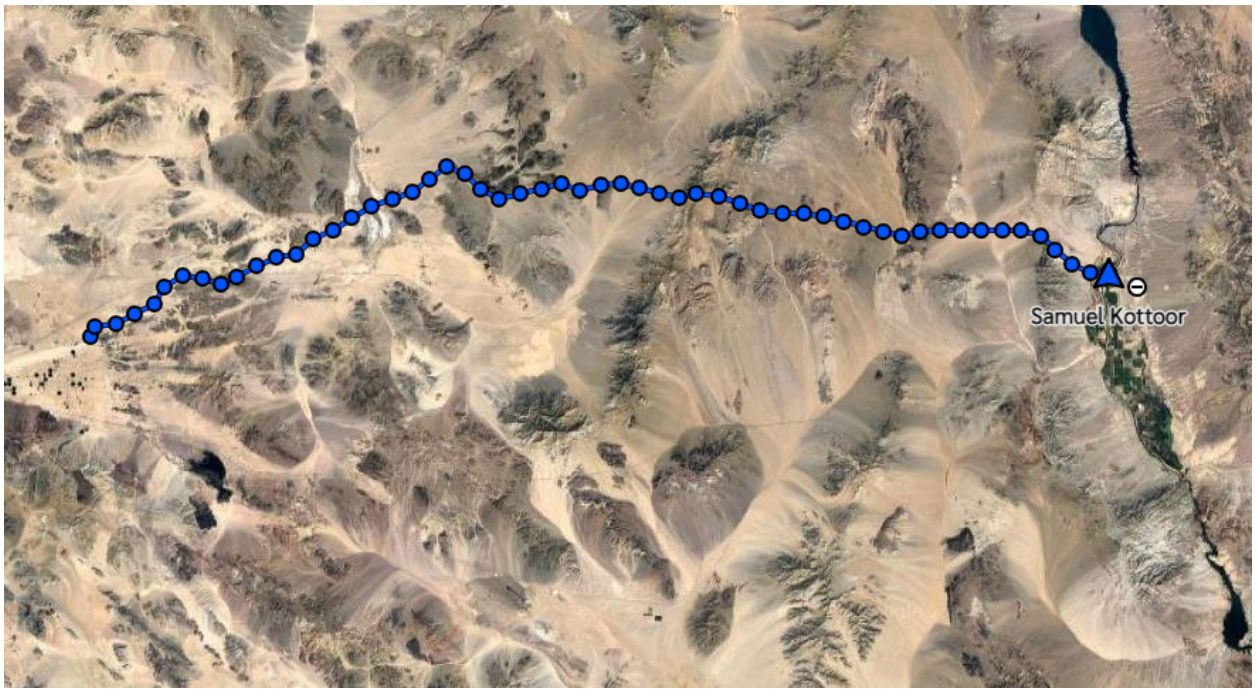
    - ~~Go Pro~~
    - ~~Lotion~~
    - ~~Appappa's Rosary~~
- Supports
    - ~~Ankle Supports (example)~~
    - ~~Targeted Knee Supports~~
    - ~~Targeted Ankle Support~~
- Camping/Backpacking
    - ~~Water Filtration System (example)~~
    - ~~Bivy or Tent~~
    - ~~Flossers~~
    - ~~Compass~~
    - ~~Copy of Map~~
    - ~~Pens~~
    - ~~Plastic spoons~~
    - ~~Critter bag~~
    - ~~Sleeping bag~~
    - ~~Pillow (example)~~
    - ~~Sleeping pad (example)~~
    - ~~2 - 10 Liter Bag of Water (example)~~
    - ~~Glasses case~~
    - ~~Salt stick chews~~
    - ~~Rain jacket~~
    - ~~Gum~~
    - ~~Wet Wipes~~
    - ~~Extra Hair Tie~~
- Mountaineering/Winter Conditions
    - ~~Locking Carabiner~~
    - ~~Gloves~~
    - ~~Hand-Warmers~~
    - ~~Balaclava~~
    - ~~Gaiters~~

Appendices

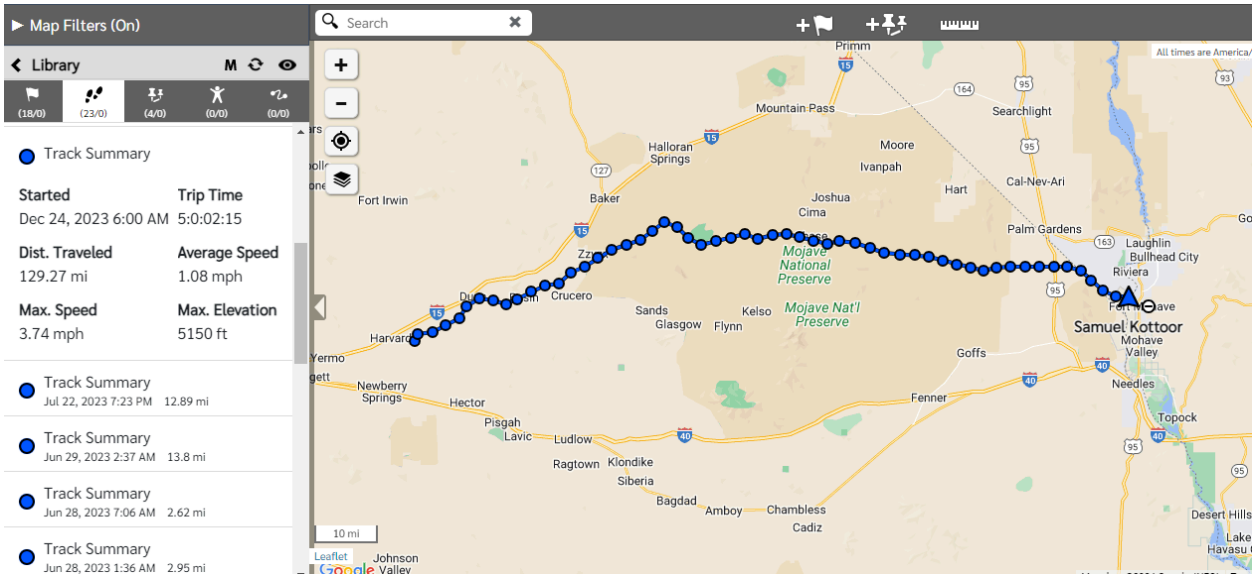
Appendix 1: GPS Track (Topo View)



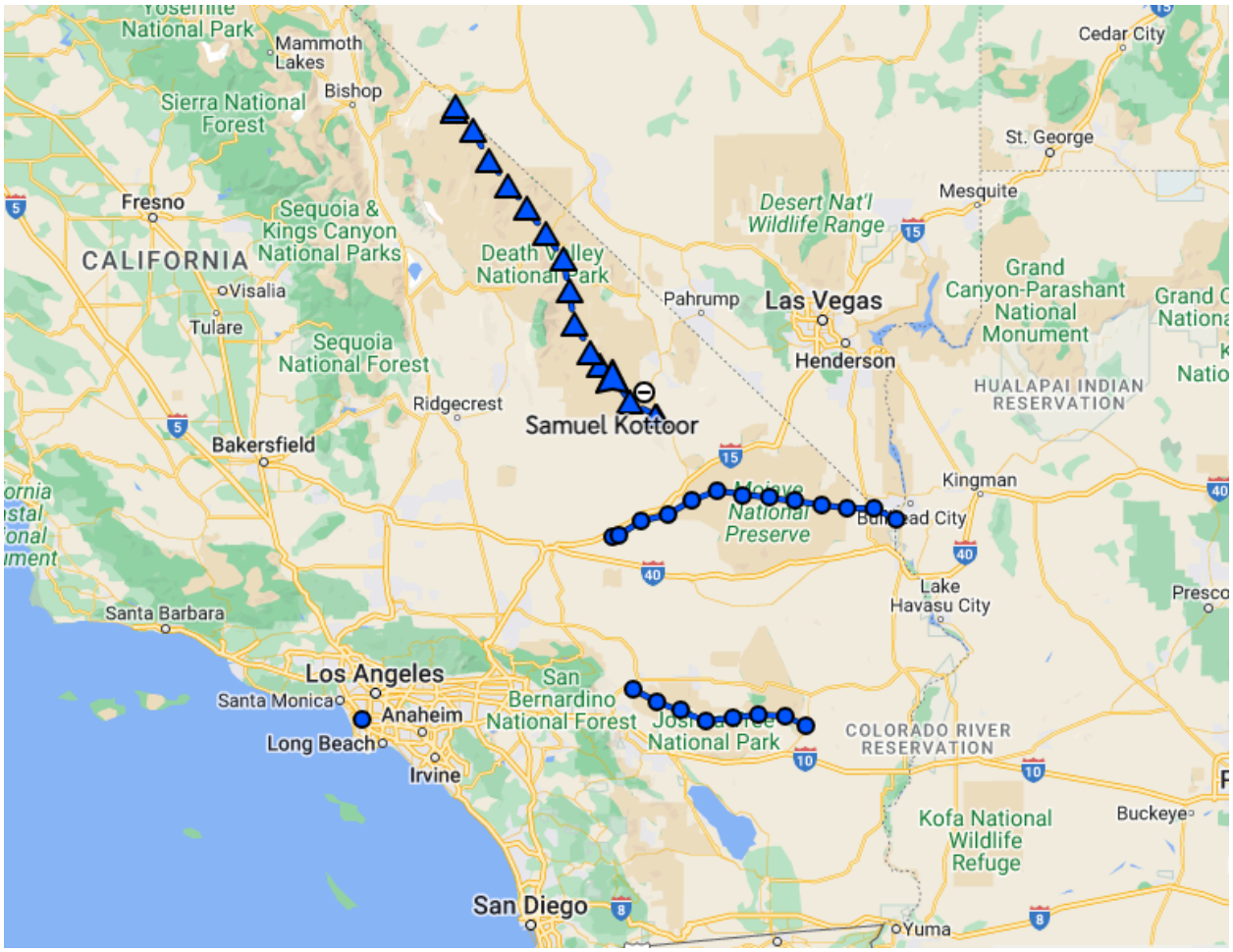
Appendix 2: GPS Track (Aerial View)



Appendix 3: GPS Track (Road View w/ Stats)



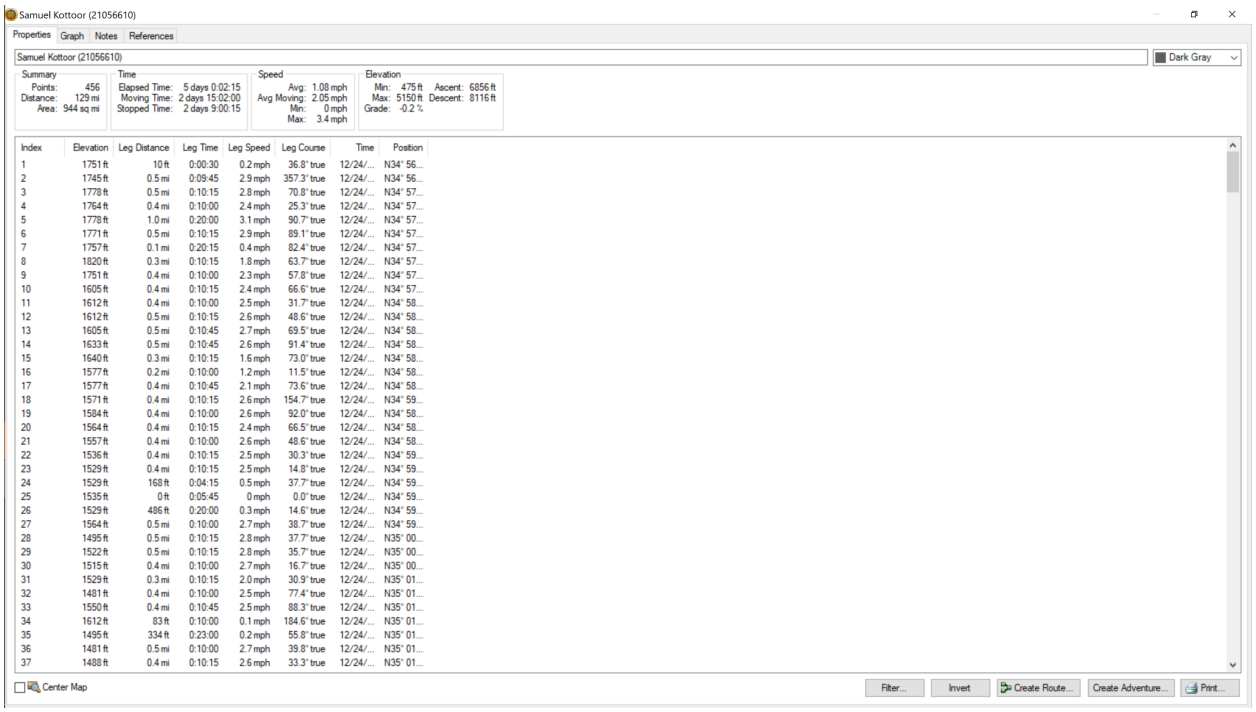
Appendix 4: GPS Track of All 3 Desert Feats (Road View)



Appendix 5: GPS Track of All 3 Desert Feats (Simplified View)



Appendix 6: Starting Points Log



Appendix 7: Ending Points Log

