

Mojave Road (M)

April 21 – 23, 2023

Run leader Robert Gabrielson robjeeptrips@gmail.com MUST RSVP Greg CoLead

RSVP Required? Yes. No later than 3/1/23 due to permit requirements.

Radio: HAM: 145.585 (DD Prime) (Simplex)

Members: Bring your Club Membership Card to expedite Club Liability Waiver requirements.

Guests: Please sign BOTH SIDES of the Participant Agreement and bring with you.

Reminder/Weather: BEWARE of RATTLESNAKES, Bring lunch and extra water, chairs, basic tools, flashlight, shovel, camera, extra weather appropriate clothing, etc. The weather changes quickly please be prepared. We may have cold weather so dress appropriately.

Cautions: Water crossings 36-40". Soda Lake can be slippery.

Trail Rating: Mojave is generally an easy trail. Outside of a few miles of soft sand entering the Mojave Sink and possible mud at Soda Lake (which we will bypass if it is wet), an SUV or pickup with decent ground clearance should not have a problem barring new erosion. Watson Wash is a bit steep and rutty, but there is a bypass.

Equipment: High ground clearance 31" tire minimum. Skid plates and rocker guards are not needed on this trail. Always have a good spare tire. Tire and body damage always possible

Trail Description: The Mojave Road is 140 miles of dirt, sand, and maybe mud. Side trips may add another 10 miles.

The land was taken from Mexico by the US in 1848 following the Mexican–American War. In early 1858 the Mohave Trail became the Mojave Road, a wagon road connected to the newly pioneered Beale's Wagon Road across northern New Mexico Territory from Fort Defiance to Beale's Crossing on the Colorado River where it linked up with the Mojave Road. Wagon trains of settlers coming west on the Santa Fe Trail soon followed Beale's Wagon Road and the Mojave Road into Southern California. Beale's road was shorter than the route via the

more southern Southern Emigrant Trail and it was cooler in summer, snow-free in winter, had better forage, and was better watered. Soon hostilities began between the Mohaves and the settlers, triggering the Mohave War.

From the time of the Mohave War the Mohave Road came under the purview of the U.S. government. Army posts were established at Fort Mojave, at Beale's Crossing in 1859, and, after the Bitter Spring Expedition at Camp Cady, 10.9 miles (17.5 km) east of Fork of the Road at its junction with the Mormon Road, in 1860. Smaller outposts were established later in the 1860s east of Camp Cady along the trail and regular patrols instituted. The army protected the settlers and travelers from the attacks of the resident Paiute, Mojave, and Chemehuevi Native Americans until 1871. This also opened the way for large mining development in the Mojave Desert region of San Bernardino County and agricultural development in the Victor Valley area.