

[Summary](#)

[Directions](#)

[Topo Map](#)

[Reviews](#)

[Photos](#)

[GPS](#)

BACKCOUNTRY ADVENTURES

ARIZONA

THE ULTIMATE GUIDE TO THE
ARIZONA BACKCOUNTRY FOR ANYONE
WITH A SPORT UTILITY VEHICLE

PETER MASSEY AND JEANNE WILSON

White Horse Lake Loop Trail

IN PARTNERSHIP WITH



NORTHEAST REGION TRAIL #11

White Horse Lake Loop Trail

Starting Point:	CR 73 at mile marker 178
Finishing Point:	CR 73, 0.1 miles north of mile marker 176
Total Mileage:	28 miles
Unpaved Mileage:	28 miles
Driving Time:	2.75 hours
Elevation Range:	6,300–7,300 feet
Usually Open:	April to December
Best Time to Travel:	Dry weather
Difficulty Rating:	2
Scenic Rating:	8
Remoteness Rating:	+0

BACKCOUNTRY ADVENTURES / ARIZONA

Special Attractions

- Fishing and camping at White Horse Lake and fishing at J. D. Dam Lake.
- J. D. cabins and grave.
- Long trail traveling through the Kaibab National Forest.

History

White Horse Lake was constructed in 1934–1935 as a community lake for the people of Williams. Runoff from snowmelt nearly breached the dam, but it was saved by a quick and concerted effort by the people of Williams. In 1951 the dam was enlarged to double its original size.

J. D. Dam Lake is the older of the two along this trail. It was constructed by local rancher J. D. Douglas, who is buried a short distance from the trail near the remains of three log cabins that he built. He died in 1884 at the age of 64. The site also has a later cabin constructed of railroad sleepers, which is still used by the forest service. Visitors are welcome but are asked to respect the privacy of the occupants.

Description

This trail passes by two popular fishing spots within the Kaibab National Forest. From the start of the trail on CR 73 to White Horse Lake, the trail is an easy 1-rated gravel road. There are many side trails leading off from this road, including the start of Northeast #12: Sycamore Point Trail.

White Horse Lake is set in a shallow dish among ponderosa pines. Along the lake shore, there is a developed campground operated by the forest service. Near the lake, camping is restricted to these developed sites, but there are many options for backcountry camping nearby. There is a boat launch and the lake is stocked with trout, bluegill, and catfish.

From CR 73 to White Horse Lake the road can be busy. Once past the lake the road becomes more suitable for high-clearance vehicles and sees a lot less traffic as it travels through pine forest as a narrower, single-track road. The road bisects Northeast #12: Sycamore Point Trail again at J.

D. Dam Lake, a slightly smaller but very pretty lake that offers excellent blue-ribbon trout fishing. Reeds and water lilies in the water and the surrounding pine forest make an attractive scene. There is abundant bird life and the area is noisy with bird calls. The land immediately surrounding the lake is for day use only, but camping is permitted outside of a fence line a short distance from the lakeshore. There is a boat-launching point, which was renovated in 1989.

Past J. D. Dam, the trail drops in standard again to become a formed single-track trail. The next couple of miles are recommended for dry weather travel only; they become extremely muddy when wet.

Once you are past Tule Tank, the worst of the mud is over



Tule Tank Wash crossing



Bird life abounds at the picturesque J. D. Dam Lake

and the trail continues to gently climb its way back to CR 73. It crosses open Pine Flat and the start of several hiking trails before finishing back on CR 73, less than 2 miles south of its starting point. There is excellent camping to be found along the southern section of the trail.

Current Road Information

Kaibab National Forest
Williams Ranger District
742 South Clover Rd.
Williams, AZ 86046
(520) 635-4707

Kaibab National Forest
Chalender Ranger District
742 South Clover Rd.
Williams, AZ 86046
(520) 635-2676

Map References

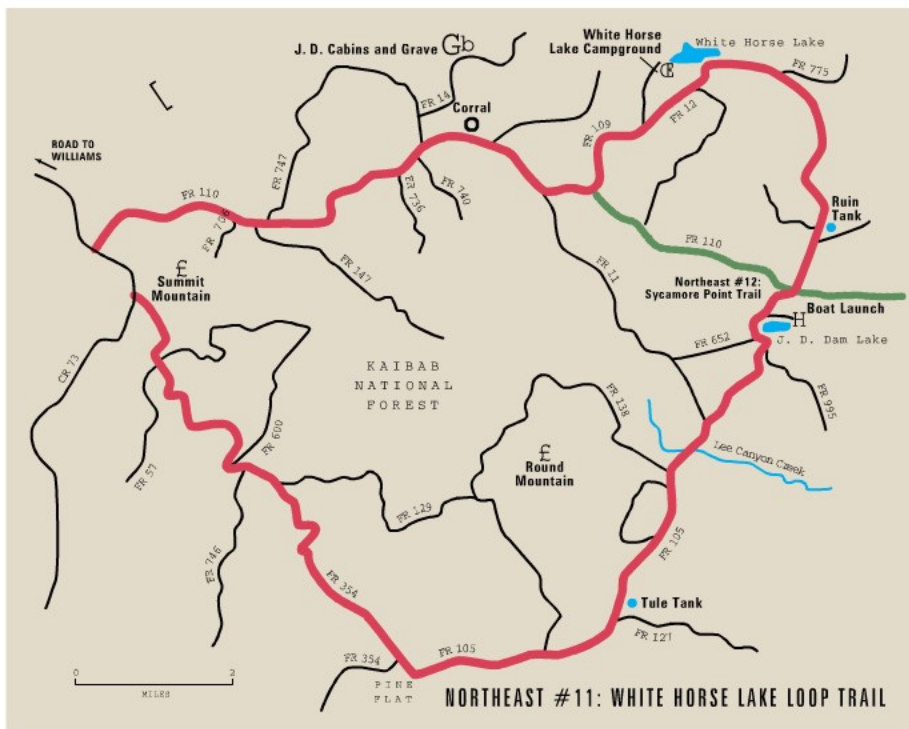
- BLM** Williams, Flagstaff
- USFS** Kaibab National Forest: Williams and Chalender Ranger Districts
- USGS** 1:24,000 Williams South, Davenport Hill, White Horse Lake, Sycamore Point, May Tank Pocket
1:100,000 Williams, Flagstaff
- Maptech CD-ROM: Flagstaff/Sedona/Prescott
Arizona Atlas & Gazetteer, p. 41
- Arizona Road & Recreation Atlas*, p. 34 & p. 68
- Recreational Map of Arizona

Route Directions

- ▼ 0.0 From CR 73, 8 miles south of Williams at mile marker 178, zero trip meter and turn east on graded dirt road, FR 110, at the sign for White Horse Lake.
- 7.0 ▲ Trail ends back on CR 73, 8 miles south of Williams. Turn right for Williams.
- GPS: N35°08.53' W112°08.86'
- ▼ 0.4 SO Cattle guard.
- 6.6 ▲ SO Cattle guard.
- ▼ 1.0 SO Track on right is FR 165.
- 6.0 ▲ SO Track on left is FR 165.
- GPS: N35°08.46' W112°07.90'

- ▼ 1.9 SO Track on right is FR 706 to Summit Mountain Trailhead.
- 5.1 ▲ SO Track on left is FR 706 to Summit Mountain Trailhead.
- GPS: N35°08.12' W112°07.11'
- ▼ 2.2 SO Track on right is FR 147.
- 4.8 ▲ SO Track on left is FR 147.
- GPS: N35°07.88' W112°06.87'
- ▼ 2.3 SO Track on left is FR 747.
- 4.7 ▲ SO Track on right is FR 747.
- ▼ 3.7 SO Cattle guard.
- 3.3 ▲ SO Cattle guard.
- ▼ 4.0 SO Track on right is FR 730.
- 3.0 ▲ SO Track on left is FR 730.
- ▼ 4.3 SO Track on right is FR 736.
- 2.7 ▲ SO Track on left is FR 736.
- GPS: N35°07.55' W112°04.95'
- ▼ 4.5 SO Graded road on right is FR 740.
- 2.5 ▲ SO Graded road on left is FR 740.
- GPS: N35°07.57' W112°04.69'
- ▼ 4.7 SO Track on left is FR 747. Take this trail and then turn right onto FR 14 to reach J. D. cabins and grave.
- 2.3 ▲ SO Track on right is FR 747. Take this trail and then turn right onto FR 14 to reach J. D. cabins and grave.
- ▼ 4.8 SO Small track on right.
- 2.2 ▲ SO Small track on left.
- ▼ 5.1 SO Track on left is FR 422.
- 1.9 ▲ SO Track on right is FR 422.
- GPS: N35°07.60' W112°04.06'
- ▼ 5.2 SO Corral on left.
- 1.8 ▲ SO Corral on right.
- ▼ 5.5 SO Track on right is FR 742.
- 1.5 ▲ SO Track on left is FR 742.
- GPS: N35°07.35' W112°03.78'
- ▼ 5.6 SO Track on left.
- 1.4 ▲ SO Track on right.
- ▼ 6.4 SO Track on right is FR 11.
- 0.6 ▲ SO Track on left is FR 11.
- ▼ 7.0 TL Turn left onto FR 109, following the sign for White Horse Lake and J. D. Dam. Ahead is Northeast #12: Sycamore Point Trail, FR 110. Zero trip meter. Continue to the northwest.
- 0.0 ▲ GPS: N35°06.29' W112°02.89'
- ▼ 0.0 Continue to the northeast and cross cattle guard. Cattle guard; then T-intersection; turn right onto FR 110, following the sign to Williams. Zero trip meter. Track on left is Northeast #12: Sycamore Point Trail, FR 110.
- 1.6 ▲ TR
- ▼ 1.0 SO Small track on right.
- 0.6 ▲ SO Small track on left.
- ▼ 1.6 TR Turn right onto graded road FR 12, following the sign to J. D. Dam and Sycamore Point. Zero trip meter. White Horse Lake Campground is straight ahead, 0.6 miles. Continue to the southeast.
- 0.0 ▲ GPS: N35°06.67' W112°01.51'
- ▼ 0.0 Continue to the east.
- 4.7 ▲ TL T-intersection; turn left onto graded road FR 109, following the sign to Williams. Graded road on right goes 0.6 miles to White Horse Lake Campground.
- ▼ 0.4 SO Track on right is FR 765.

THE NORTHEAST REGION



- 4.3 ▲ S0 Track on left is FR 765.
GPS: N35°06.68' W112°01.09'
- ▼ 1.0 S0 Track on left.
3.7 ▲ S0 Track on right.
- ▼ 1.4 S0 Track on left is FR 771.
3.3 ▲ S0 Track on right is FR 771.
GPS: N35°06.49' W112°00.16'
- ▼ 1.5 S0 Track on left is FR 775.
3.2 ▲ S0 Track on right is FR 775.
- ▼ 1.6 S0 Track on right.
3.1 ▲ S0 Track on left.
- ▼ 2.2 S0 Track on right is FR 786.
2.5 ▲ S0 Track on left is FR 786.
GPS: N35°05.80' W111°59.78'
- ▼ 2.5 S0 Cattle guard; then track on left.
2.2 ▲ S0 Track on right; then cattle guard.
- ▼ 3.0 S0 Track on left.
1.7 ▲ S0 Track on right.
- ▼ 3.8 S0 Track on right.
0.9 ▲ S0 Track on left.
- ▼ 3.9 S0 Ruin Tank on left.
0.8 ▲ S0 Ruin Tank on right.
GPS: N35°04.61' W112°00.58'

- ▼ 4.0 S0 Track on left.
0.7 ▲ S0 Track on right.
- ▼ 4.7 TR T-intersection. Turn right onto FR 105, following the sign to J. D. Dam. Track on left is Northeast #12: Sycamore Point Trail, FR 110. Zero trip meter.
0.0 ▲ Continue to the southeast.
GPS: N35°04.21' W112°01.27'
- ▼ 0.0 Continue to the west.
0.5 ▲ TL Turn left on FR 12, following the sign to White Horse Lake. Ahead is Northeast #12: Sycamore Point Trail, FR 110. Zero trip meter.
- ▼ 0.1 S0 Track on right is FR 110 and the continuation of Northeast #12: Sycamore Point Trail.
0.4 ▲ S0 Track on left is FR 110 and the continuation of Northeast #12: Sycamore Point Trail.
- ▼ 0.3 S0 Cattle guard.
0.2 ▲ S0 Cattle guard.
- ▼ 0.5 S0 Graded road on left over cattle guard to J. D. Dam boat launch. Zero trip meter.
0.0 ▲ Continue to the northeast.
GPS: N35°04.17' W112°01.75'
- ▼ 0.0 Continue to the west. Track on right is FR 720.
7.4 ▲ S0 Track on left is FR 720; then graded road on

BACKCOUNTRY ADVENTURES / ARIZONA

			right over cattle guard to J. D. Dam boat launch. Zero trip meter.
▼ 0.2	S0		Cross through wash.
7.2 ▲	S0		Cross through wash.
▼ 0.3	BL		Track on right is FR 652.
7.1 ▲	BR		Track on left is FR 652.
GPS: N35°04.02' W112°01.96'			
▼ 0.4	S0		Parking area on left; trail is now small formed trail.
7.0 ▲	S0		Parking area on right; trail is now roughly graded.
▼ 0.5	S0		Track on left is FR 995.
6.9 ▲	S0		Track on right is FR 995.
▼ 1.6	S0		Track on left is FR 990.
5.8 ▲	S0		Track on right is FR 990.
GPS: N35°03.46' W112°02.95'			
▼ 1.8	S0		Track on right is FR 11. Continue on FR 105 and cross through wash.
5.6 ▲	BR		Cross through wash; then track on left is FR 11. Continue on FR 105.
GPS: N35°03.42' W112°03.14'			
▼ 2.1	S0		Cross through Lee Canyon creek.
5.3 ▲	S0		Cross through Lee Canyon creek.
GPS: N35°03.33' W112°03.41'			
▼ 2.4	S0		Track on left is FR 986; then track on right is FR 646.
5.0 ▲	S0		Track on left is FR 646; then track on right is FR 986.
▼ 2.5	S0		Cattle guard; then track on right is FR 138. Round Mountain Bike Loop starts from the intersection. Continue on FR 105 and cross through creek.
4.9 ▲	S0		Cross through creek; then track on left is FR 138. Round Mountain Bike Loop starts from the intersection. Continue on FR 105 and cross cattle guard.
GPS: N35°03.24' W112°03.80'			
▼ 2.7	S0		Track on right is FR 642.
4.7 ▲	S0		Track on left is FR 642.
▼ 3.2	S0		Cross through creek.
4.2 ▲	S0		Cross through creek.
▼ 3.4	S0		Track on right is FR 640; then cross through creek.
4.0 ▲	S0		Cross through creek; then track on left is FR 640.
GPS: N35°02.69' W112°04.39'			
▼ 4.3	S0		Tule Tank on left.
3.1 ▲	S0		Tule Tank on right.
GPS: N35°02.27' W112°05.27'			
▼ 4.5	S0		Track on left is FR 127.
2.9 ▲	BL		Track on right is FR 127. Bear left, remaining on FR 105.
GPS: N35°02.14' W112°05.45'			
▼ 5.5	S0		Track on right is FR 138.
1.9 ▲	S0		Track on left is FR 138.
GPS: N35°02.23' W112°06.46'			
▼ 5.9	S0		Track on left is FR 125. Continue on FR 105.
1.5 ▲	S0		Track on right is FR 125. Continue on FR 105.
GPS: N35°02.37' W112°06.94'			
▼ 6.6	S0		Track on left through fence line; then cross through creek.
0.8 ▲	S0		Cross through creek; then track on right through fence line.
▼ 7.1	BR		Cattle guard; then bear right. Track on left is FR 936.
0.3 ▲	BL		Track on right is FR 936; bear left over cattle guard.

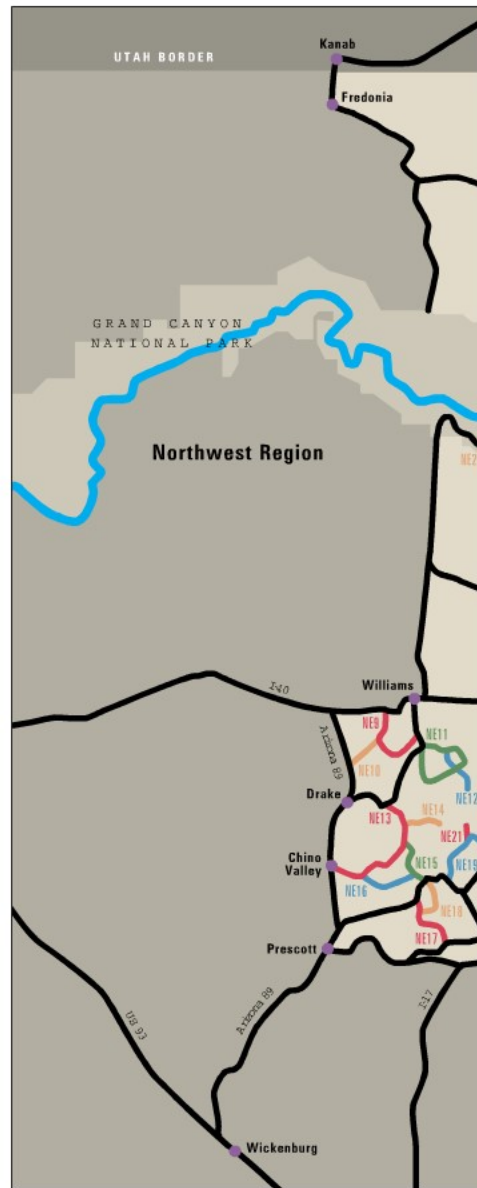
▼ 7.4	S0		Track on left is FR 354. Zero trip meter.
0.0 ▲	S0		Continue to the southeast. Road is now FR 105.
GPS: N35°03.03' W112°08.12'			
▼ 0.0	S0		Continue to the northwest. Road is now FR 354.
3.5 ▲	BL		Track on right is FR 354. Zero trip meter.
▼ 0.4	S0		Two tracks on right.
3.1 ▲	S0		Two tracks on left.
▼ 0.7	S0		Track on right is FR 620.
2.8 ▲	S0		Track on left is FR 620.
GPS: N35°03.66' W112°08.25'			
▼ 0.8	S0		Cross through creek.
2.7 ▲	S0		Cross through creek.
▼ 1.1	S0		Track on left.
2.4 ▲	S0		Track on right.
▼ 1.2	S0		Cross through creek.
2.3 ▲	S0		Cross through creek.
▼ 1.3	S0		Cross through creek.
2.2 ▲	S0		Cross through creek.
▼ 1.7	S0		Cross over creek on bridge.
1.8 ▲	S0		Cross over creek on bridge.
GPS: N35°04.43' W112°08.45'			
▼ 3.1	S0		Graded road on right is FR 129 to Round Mountain.
0.4 ▲	BR		Graded road on left is FR 129 to Round Mountain.
GPS: N35°05.30' W112°08.35'			
▼ 3.5	S0		Graded road on left is FR 746. Zero trip meter.
0.0 ▲	S0		Continue to the southeast.
GPS: N35°05.66' W112°08.60'			
▼ 0.0	S0		Continue to the northwest.
3.3 ▲	S0		Graded road on right is FR 746. Zero trip meter.
▼ 0.2	S0		Track on right is FR 600.
3.1 ▲	S0		Track on left is FR 600.
GPS: N35°05.72' W112°08.72'			
▼ 0.7	S0		Cross through wash.
2.6 ▲	S0		Cross through wash.
▼ 0.9	S0		Track on left is FR 904.
2.4 ▲	S0		Track on right is FR 904.
GPS: N35°06.17' W112°08.61'			
▼ 1.3	BR		Track on left is FR 902.
2.0 ▲	BL		Track on right is FR 902.
GPS: N35°06.28' W112°08.95'			
▼ 1.9	S0		Track on left.
1.4 ▲	S0		Track on right.
▼ 2.1	S0		Cattle guard.
1.2 ▲	S0		Cattle guard.
▼ 2.2	S0		Cattle guard.
1.1 ▲	S0		Cattle guard.
▼ 2.4	S0		Track on right is FR 600. Track on left is FR 57, the Overland Trail to Davenport.
0.9 ▲	S0		Track on right is FR 57, the Overland Trail to Davenport. Track on left is FR 600.
GPS: N35°07.19' W112°08.91'			
▼ 2.8	S0		Closure gate.
0.5 ▲	S0		Closure gate.
▼ 3.1	S0		Track on right is FR 195.
0.2 ▲	S0		Track on left is FR 195.
GPS: N35°07.67' W112°08.69'			
▼ 3.3	S0		Trail ends back on CR 73. Turn right for Williams. From CR 73, 0.1 miles north of mile marker 176, zero trip meter and turn north on graded dirt road, FR 354, sign-posted to Pine Flat.
GPS: N35°07.83' W112°08.72'			

THE NORTHEAST REGION

Trails in the Northeast Region

- NE1 Hull Cabin Trail
- NE2 Coconino Rim Trail
- NE3 Gray Mountain Road
- NE4 O'Leary Peak Trail
- NE5 O'Leary Basin Trail
- NE6 Cinder Hills Loop Trail
- NE7 Schultz Pass Trail
- NE8 Freidlein Prairie Trail
- NE9 Bill Williams Mountain Loop Trail
- NE10 Hell Canyon Trail
- NE11 White Horse Lake Loop Trail
- NE12 Sycamore Point Trail
- NE13 Perkinsville Road
- NE14 Henderson Flat Trail
- NE15 Jerome-Perkinsville Road
- NE16 United Verde and Pacific Railroad Grade Trail

- NE17 Goat Peak Trail
- NE18 Mingus Mountain Loop Trail
- NE19 Bill Gray-Buckboard Road
- NE20 Boynton Pass Trail
- NE21 Sugarloaf Mountain Trail
- NE22 Dry Creek Road
- NE23 Soldier Pass Road
- NE24 Schnebly Hill Road
- NE25 Broken Arrow Trail
- NE26 Rattlesnake Canyon Trail
- NE27 Cedar Flat Road
- NE28 Home Tank Draw Trail
- NE29 Apache Maid Fire Lookout Trail
- NE30 Mullican Canyon Trail
- NE31 Coulter Hill Trail
- NE32 Mormon to Kinnikinick Lakes Trail
- NE33 Soldier and Kinnikinick Lakes Trail
- NE34 Long Lake Road
- NE35 Chavez Draw Trail
- NE36 The Mogollon Rim Road
- NE37 Hamilton Crossing Trail
- NE38 Chevelon Crossing Road
- NE39 Black Canyon Trail
- NE40 Defiance Plateau Trail
- NE41 Black Creek Trail
- NE42 Red Valley Trail
- NE43 Sawmill Navajo Trail
- NE44 Fluted Rock Road
- NE45 Canyon de Chelly Trail
- NE46 Tunitcha Mountains Trail
- NE47 Lukachukai Mountains Trail





THE NORTHEAST REGION

Before You Go

Why a 4WD Does It Better

The design and engineering of 4WD vehicles provide them with many advantages over normal cars when you head off the paved road:

- improved distribution of power to all four wheels;
- a transmission transfer case, which provides low-range gear selection for greater pulling power and for crawling over difficult terrain;
- high ground clearance;
- less overhang of the vehicle's body past the wheels, which provides better front- and rear-clearance when crossing gullies and ridges;
- large-lug, wide-tread tires;
- rugged construction (including underbody skid plates on many models).

If you plan to do off-highway touring, all of these considerations are important whether you are evaluating the capabilities of your current 4WD or are looking to buy one

To explore the most difficult trails described in this book, you will need a 4WD vehicle that is well rated in each of the above features. If you own a 2WD sport utility vehicle, a lighter car-type SUV, or a pickup truck, your ability to explore the more difficult trails will depend on conditions and your level of experience.

A word of caution: Whatever type of 4WD vehicle you drive, understand that it is not invincible or indestructible. Nor can it go everywhere. A 4WD has a much higher center of gravity and weighs more than a car, and so has its own consequent limitations.

Experience is the only way to learn what your vehicle can and cannot do. Therefore, if you are inexperienced, we strongly recommend that you start with trails that have lower difficulty ratings. As you develop an understanding of your vehicle and of your own taste for adventure, you can safely tackle the more challenging trails.

One way to beef up your knowledge quickly, while avoiding the costly and sometimes dangerous lessons learned from on-the-road mistakes, is to undertake a 4WD course taught by a professional. Look in the Yellow Pages for courses in your area.

Using This Book

Route Planning

Regional maps at the beginning of each section provide a convenient overview of the trails in that portion of the state. Each 4WD trail is highlighted in color, and major highways and towns are indicated, to help you plan various routes by

connecting a series of 4WD trails and paved roads.

As you plan your overall route, you will probably want to utilize as many 4WD trails as possible. However, check the difficulty rating and time required for each trail before finalizing your plans. You don't want to be stuck 50 miles from the highway—at sunset and without camping gear, since your trip was supposed to be over hours ago—when you discover that your vehicle can't handle a certain difficult passage.

Difficulty Ratings

We utilize a point system to rate the difficulty of each trail. Any such system is subjective, and your experience of the trails will vary depending on your skill and the road conditions at the time. Indeed, any amount of rain may make the trails much more difficult, if not completely impassable.

We have rated the 4WD trails on a scale of 1 to 10—1 being passable for a normal passenger vehicle in good conditions and 10 requiring a heavily modified vehicle and an experienced driver who expects to encounter vehicle damage. Because this book is designed for owners of unmodified 4WD vehicles—who we assume do not want to damage their vehicles—most of the trails are rated 5 or lower. A few trails are included that rate as high as 7, while those rated 8 to 10 are beyond the scope of this book.

This is not to say that the moderate-rated trails are easy. We strongly recommend that inexperienced drivers not tackle trails rated at 4 or higher until they have undertaken a number of the lower-rated ones, so that they can gauge their skill level and prepare for the difficulty of the higher-rated trails.

In assessing the trails, we have always assumed good road conditions (dry road surface, good visibility, and so on). The factors influencing our ratings are as follows:

- obstacles such as rocks, mud, ruts, sand, slickrock, and stream crossings;
- the stability of the road surface;
- the width of the road and the vehicle clearance between trees or rocks;
- the steepness of the road;
- the margin for driver error (for example, a very high, open shelf road would be rated more difficult even if it was not very steep and had a stable surface).

The following is a guide to the ratings.

Rating 1: The trail is graded dirt but suitable for a normal passenger vehicle. It usually has gentle grades, is fairly wide, and has very shallow water crossings (if any).

Rating 2: High-clearance vehicles are preferred but not

necessary. These trails are dirt roads, but they may have rocks, grades, water crossings, or ruts that make clearance a concern in a normal passenger vehicle. The trails are fairly wide, making passing possible at almost any point along the trail. Mud is not a concern under normal weather conditions.

Rating 3: High-clearance 4WDs are preferred, but any high-clearance vehicle is acceptable. Expect a rough road surface; mud and sand are possible but will be easily passable. You may encounter rocks up to 6 inches in diameter, a loose road surface, and shelf roads, though these will be wide enough for passing or will have adequate pull-offs.

Rating 4: High-clearance 4WDs are recommended, though most stock SUVs are acceptable. Expect a rough road surface with rocks larger than 6 inches, but there will be a reasonable driving line available. Patches of mud are possible but can be readily negotiated; sand may be deep and require lower tire pressures. There may be stream crossings up to 12 inches deep, substantial sections of single-lane shelf road, moderate grades, and sections of moderately loose road surface.

Rating 5: High-clearance 4WDs are required. These trails have either a rough, rutted surface, rocks up to 9 inches, mud and deep sand that may be impassable for inexperienced drivers, or stream crossings up to 18 inches deep. Certain sections may be steep enough to cause traction problems, and you may encounter very narrow shelf roads with steep drop-offs and tight clearance between rocks or trees.

Rating 6: These trails are for experienced four-wheel drivers only. They are potentially dangerous, with large rocks, ruts, or terraces that may need to be negotiated. They may also have stream crossings at least 18 inches deep, involve rapid currents, unstable stream bottoms, or difficult access; steep slopes, loose surfaces, and narrow clearances; or very narrow sections of shelf road with steep drop-offs and possibly challenging road surfaces.

Rating 7: Skilled, experienced four-wheel drivers only. These trails include very challenging sections with extremely steep grades, loose surfaces, large rocks, deep ruts, and/or tight clearances. Mud or sand may necessitate winching.

Rating 8 and above: Stock vehicles are likely to be damaged and may find the trail impassable. Highly skilled, experienced four-wheel drivers only.

Scenic Ratings

If rating the degree of difficulty is subjective, rating scenic beauty is guaranteed to lead to arguments. For many, Arizona probably conjures up images of vast saguaro-covered deserts. Although there are certainly vast tracts of desert, the state contains a wide variety of scenery. Despite the subjectivity of attempting a comparative rating of diverse scenery, we have tried to provide a guide to the relative scenic quality of the various trails. The ratings are based on a scale of 1 to 10, with 10 being the most attractive.

Remoteness Ratings

Many trails in Arizona are in remote country; sometimes the trails are seldom traveled, and the likelihood is low that

another vehicle will appear within a reasonable time to assist you if you get stuck or break down. We have included a ranking for remoteness of +0 through +2. Extreme summer temperatures can make a breakdown in the more remote areas a life-threatening experience. Prepare carefully before tackling the higher-rated, more remote trails.

For trails with a high remoteness rating, consider traveling with a second vehicle.

Estimated Driving Times

In calculating driving times, we have not allowed for stops. Your actual driving time may be considerably longer depending on the number and duration of the stops you make. Add more time if you prefer to drive more slowly than good conditions allow.

Current Road Information

All the 4WD trails described in this book may become impassable in poor weather conditions. Storms can alter roads, remove tracks, and create impassable washes. Most of the trails described, even easy 2WD trails, can quickly become impassable even to 4WD vehicles after only a small amount of rain. For each trail, we have provided a phone number for obtaining current information about conditions.

Abbreviations

The route directions for the 4WD trails use a series of abbreviations as follows:

SO	CONTINUE STRAIGHT ON
TL	TURN LEFT
TR	TURN RIGHT
BL	BEAR LEFT
BR	BEAR RIGHT
UT	U-TURN

Using Route Directions

For every trail, we describe and pinpoint (by odometer reading) nearly every significant feature along the route—such as intersections, streams, washes, gates, cattle guards, and so on—and provide directions from these landmarks. Odometer readings will vary from vehicle to vehicle, so you should allow for slight variations. Be aware that trails can quickly change in the desert. A new trail may be cut around a washout, a faint trail can be graded by the county, or a well-used trail may fall into disuse. All these factors will affect the accuracy of the given directions.

If you diverge from the route, zero your trip meter upon your return and continue along the route, making the necessary adjustment to the point-to-point odometer readings. In the directions, we regularly reset the odometer readings—at significant landmarks or popular lookouts and spur trails—so that you won't have to recalculate for too long.

Most of the trails can be started from either end, and the route directions include both directions of travel; reverse directions are printed in blue below the main directions. When traveling in reverse, read from the bottom of the table and work up.

Route directions include cross-references whenever two 4WD trails included in this book connect; these cross-references allow for an easy change of route or destination.

Each trail includes periodic latitude and longitude readings to facilitate using a global positioning system (GPS) receiver. These readings may also assist you in finding your location on the maps. The GPS coordinates were taken using the NAD 1927 datum and are in the format dd°mm.mm'. To save time when loading coordinates into your GPS receiver, you may wish to include only one decimal place, since in Arizona, the first decimal place equals about 165 yards and the second only about 16 yards.

Obtaining Permits

Backcountry permits, which usually cost a fee, are required for certain activities on public lands in Arizona, whether the area is a national park, state park, national monument, Indian reservation, or BLM land.

Restrictions may require a permit for all overnight stays, which can include backpacking and 4WD or bicycle camping. Permits may also be required for day use by vehicles, horses, hikers, or bikes in some areas.

When possible, we include information about fees and permit requirements and where permits may be obtained, but these regulations change constantly. If in doubt, check with the most likely governing agency.

BEFORE YOU GO

Warning: While every effort has been made to make the trail descriptions in this book as accurate as possible, some discrepancies may exist between the text and the actual trail. Hazards may have changed since the research and publication of this edition. Adler Publishing Company, Inc., and the authors accept no responsibility for the safety of users of this guide. Individuals are liable for all costs incurred if rescue is necessary.

No part of this book may be reproduced in any form or by any electronic or mechanical means including information storage and retrieval systems without written permission from the publisher, except by a reviewer, who may quote brief passages in a review.

Copyright © 2001-2006 Adler Publishing Company, Inc. All rights reserved.
Sixth printing, 2006

Printed in Korea.

Publisher's Cataloging-in-Publication

Massey, Peter, 1951-

Backcountry adventures Arizona : the ultimate guide to the Arizona backcountry for anyone with a sport utility vehicle / Peter Massey and Jeanne Wilson. — 1st ed.

p. cm.

Includes bibliographical references and index.

ISBN: 1-930193-28-9

1. Automobile travel—Arizona—Guidebooks.
2. Trails—Arizona—Guidebooks
3. Four-wheel drive vehicles.
4. Arizona—Guidebooks. I. Wilson, Jeanne, 1960- II. Title.

GV1024.M37 2001 917.9104'54
QB100-941