

- Afton Canyon: Afton Canyon is often called "the Grand Canyon of the Mojave." It was originally called Cave Canyon, but acquire the current name after the railroad stop of Afton was created at the west end. It's one of the few places where the Mojave River flows above ground in places all year round. Vehicle access is permitted through most of the canyon, however no vehicles are allowed in the western end, where the "horseshoe" is and where the caves are located. This closed area is bypassed by taking the access road along the railroad tracks and driving through the Mojave River wash under the railroad tressel. At one time there was a train stop at Afton and a station. Afton Cemetery is located south of where the station once sat. There are five stone-covered mounds and wooden crosses. One of the burials has been identified as that of Jose Flores, born about 1882, died May 29, 1906. Flores was one of three men who arrived at Afton Station on an early-morning train hoping to be hired on. They were intoxicated and after attacking Section Foreman Robert Y. Williams, who was severely injured in the brawl, Flores was killed. The other two were wounded, one fatally. [John V. Richardson, Jr., San Bernardino County Museum Association Quarterly, Vol. 55, Number 4, 2010].
MojaveRd1West Pages 5, 6. GPS: 35.030936,-116.366846
- Arbuckle Mine: A magnesite (magnesium) mine high up on the side of a cliff on the south side of Afton Canyon. A large piece of timber at the mine has "Arbuckle Mine 1894" carved into it. At one time there was an aerial tramway to carry the ore down the cliff and across the Mojave River to a railroad siding. Arbuckle was later called the Cliffside mine. **MojaveRd1West Page 6. GPS: 35.021987,-116.350769**
- Bitter Springs: A large spring among a green foliage area (mostly mesquite and cattails) along the Salt Lake Trail (also known as the Mormon Trail or Spanish Trail). It sits in the Mojave Desert northwest of the Forks of the Road, a place where the Salt Lake Trail splits from the Mojave Road a few miles west of Camp Cady. The name, Bitter Springs, was given for its brackish taste. Bitter Springs is currently off limits to the public because it is within the borders of present day Fort Irwin, however the Army takes steps to preserve and protect the area from damage. **GPS: 35.2271814,-116.4316653**
- Bonanza King Mine: Silver was discovered in this area in 1880 and soon a large mining operation was built. A ten-stamp mill was brought in from San Francisco and the mine employed as many as 150 men earning a wage of \$4 per day. The nearby town of **Providence** was built with a post office, two general stores, two hotels, a saloon, a blacksmith and a survey office. By it's closure in 1885, 1.7 million dollars in silver had been mined (valued at over \$40 million today). A significant portion of the town still remains with stone walls of at least a dozen buildings. **MojaveRd18ProvidenceEast Page 5. GPS: 34.980278,-115.505278**

Brannigan Mine: The most intact mine in the area. Gold was discovered at the Brannigan Mine in 1905, however it was sparsely mined until 1930 when M. A. Sisley and John Herrod found high-grade ore and relocated the claims. From 1938 to 1940 it yielded 51 tons of ore with 59 ounces of gold and 20 ounces of silver (source: Geology and Mineral Resources of the Ivanpah Quadrangle). Despite the short mining period, the Herrod family lived at the claim well into the 1970s, with John Herrod's grandchildren returning in April of 2012 to visit the site. There are still two cabins there that are maintained by a local 4WD group and are available for use to all 4WD explorers. Please leave them in the same or better condition as you found them. The Oro Fino Mine is a short distance further up the same road.

MojaveRd1West Page 14. GPS: 35.192629,-115.892476

Camp Cady: Camp Cady was established in 1860 by Major James H. Carleton of the U.S. Army to punish area Paiute Indians who had murdered a cattleman and some travelers near Bitter Springs. Bitter Springs was located on the Los Angeles to Salt Lake Trail and it is currently within the Fort Irwin Training Center north of Barstow. Carlton's superior in San Francisco, General Newman S. Clarke, ordered him to "proceed to Bitter Springs and chastise the Indians you find in the vicinity." The General specifically instructed Carleton that "the punishment must fall on those dwelling nearest to the place of the murder or frequenting the water course in its vicinity."

After establishing his base at Camp Cady, Carlton sent out patrols looking for hostiles. On April 22nd, 1860, on Carlton's orders, the bodies of two Native American men, slain earlier by a detachment of troops on the Mojave River at the Fish Ponds, were taken to Bitter Springs. There at the site of the earlier attack, the bodies were hung from an improvised scaffold. Then after another May 2nd engagement at Old Dad Mountain, the heads of three more natives killed were cut off, taken to Bitter Springs and placed on display with those already hung. On May 28th, following reports of the display in the San Francisco press, General Clarke ordered Carleton to stop mutilating the dead and remove all evidence of the mutilation from public gaze. Camp Cady was abandoned after 1871 when it was deemed the Paiutes had been sufficiently pacified. **MojaveRd1West Page 1. GPS: 34.940513,-116.599452, 34.945869,-116.589727**

Carruthers Canyon: Also spelled Caruthers Canyon, it is about 2 miles deep and a fairly wide canyon in the New York Mountains. This location has some higher elevations from 5300 to 6000 feet and features lots of trees, rock formations and hiking trails. It's a popular spot for camping as well. A few of the features: Giant Ledge Mine (at the end of the Carruthers Canyon Trail), Phallic Rock and Stone Table (primitive) Campsite (AKA: Phallic Rock Camp).

MojaveRd5PintoNY Page 8

Death Valley Mine: The Death Valley Mine was founded in 1906 by Kelso resident J. L. Bright. Bright sold the mine to the Death Valley Gold Milling and Mining Company of Denver that same year. A camp by the name of Dawson sprung up nearby, named after the Dawson brothers, the directors of the mining company. Dawson Camp served as a community for the workers of not only the Death Valley Mine, but other mines that played a part in the Cima Mining District. In 1907, Death Valley Gold Milling and Mining Company and neighboring Arcalvada Mining and Milling Company consolidated their efforts and became known as the Death Valley-Arcalvada Consolidated Mines Company. Between the two mines, seventy-five men were employed as of November 1907. Total haul for 1907 was estimated at around 75,000 ounces of silver. The mine was active until the 1930s and revived for a short time in the 1950s. It has been a ghost town ever since. Overall silver production was estimated at \$131,000. A number of structures still survive, including a large two-story home, a small single story home, as well as a number of shops and sheds. There are no private property signs, however there is a locked gate that will keep vehicles out. Mining equipment litters the landscape, most appearing to be from the 1950s reactivation.
MojaveRd4CIMA Page 2. GPS: 35.21861,-115.464722

El Dorado Cañon
Road

The Mojave Road intersects with El Dorado Cañon Road in Lanfair Valley at mile 96.1/43.7.

MojaveRd2East Page 27. GPS: 35.139792,-115.217798.

El Dorado Cañon Road then merges with the East Lanfair Valley Trail in the northeast corner of Lanfair Valley just over 11 miles from the Mojave Road junction. The portion of El Dorado Cañon Road through Lanfair Valley runs in nearly a straight line. It is faint in some areas, but still visible for its entire length. **MojaveRd7EastLanfairTrNo Page 8. GPS 35.228664,-115.060938.**

This northeastern wagon route was important to travelers in the 1860s as an early route to the north. It would pass through the site which eventually became the mining camp known as Searchlight, Nevada (founded 1897), about 28 miles northeast from its beginning point. It then proceeded north to El Dorado Cañon near the Colorado River (about 28 miles past Searchlight). Beyond El Dorado Cañon was Las Vegas where there were trail connections to the Salt Lake Trail.

El Dorado Cañon is located in southern Clark County, Nevada near the small town of Nelson. It got famous for its rich silver and gold mines. There are mine tours in the area near the Techatticup Mine, one of the oldest and historically most productive mines in the area.

Forks of the Road: This is the location where the Salt Lake Trail splits from the Mojave Road. It's location is west of Camp Cady. The trail began on the north side of the Mojave River wash and travelled northwest to the Alvord Mountains and then to Bitter Spring, a popular stop for immigrants on the trail, which is now within the Fort Irwin military base and off limits to the public.

- Fort Mojave: Fort Mojave was originally named Camp Colorado when it was established on April 19, 1859 by U.S. Army Lieutenant Colonel William Hoffman during the Mojave War. It was located on the eastern bank of the Colorado River at Beale's Crossing, near the head of the Mojave Valley in Mojave County in Arizona by the recommendation of Lieutenant Edward F. Beale. It was used as a base of military operations against the Mojave people. With 50 soldiers, Lieutenant Hoffman defeated 200 Mojave in a battle in the summer of 1859, after which hostilities with the Mojave ended. Two years later, after the start of the American Civil War, Brigadier General Edwin V. Sumner ordered the post abandoned and the buildings burned down on May 28, 1861 in order to withdraw the regular troops to garrison Los Angeles against an anticipated secessionist uprising. Later that year the regulars were sent east to serve with the Union Army.
- On May 19, 1863, the post was rebuilt and infantry troops assigned to protect the travelers along the Mojave and Prescott road. The Infantry successfully cultivated friendly relations with the Mojave Indians. These volunteer soldiers also took up prospecting and established mining claims in the area and many found they did not want to leave. Many others returned after being mustered out after the end of the Civil War. After the end of the Indian Wars, the fort was transferred to the Bureau of Indian Affairs in 1890. In 1935 it was transferred to the Fort Mojave Indian Reservation. It is currently administered by the state of Arizona.
- MojaveRd2East Page 37. GPS: 35.044115,-114.622305**
- Fort Piute: Fort Piute was established in late 1859 by U.S. Army Captain James H. Carleton. It was eventually made a sub-post of Camp Cady. It was placed near Piute Springs in the foothills of the Piute Mountains 23 miles west of Fort Mojave. Captain Carleton originally named the post Fort Beale for Lieutenant Edward F. Beale, U.S. Navy. In 1857 to 1859, Lieutenant Beale and his caravan of camels explored the area for a suitable wagon road west. The name was later changed to Fort Piute. Fort Piute was abandoned in 1868.
- MojaveRd2East Page 31. GPS: 35.115020, -114.985260**
- Fred Welch Home: Homestead of Fred L. Welch, circa 1914. Mojave Road at intersection with Caruthers Canyon Road.
- MojaveRd2East Page 26. GPS: 35.13999,-115.25584**
- Government Holes: Originally named Banning's Well, it was dug in 1859 by employees of Phineas Banning. It was renamed a year later when U.S. soldiers enlarged it. Even though the plural "holes" is used, there is only one well. Countless early travelers made use of this well, but it has mostly been used for cattle operations. The most famous incident at Government Holes occurred on November 8, 1925, when two men, Matt Burts and J. W. "Bill" Robinson, shot it out in the cabin there. Both were killed.
- MojaveRd2East Page 24. GPS: 35.149245,-115.354778**
- Hole in the Wall
Campground: This campground is located at 4,400 feet elevation and surrounded by sculptured volcanic rock walls. It has 35 campsites with areas large enough for motorhomes, trailers and two walk-in tent sites. Facilities include pit toilets, picnic tables, fire rings, trashcans, and drinkable water on a limited basis. There are no utility hookups but there is a sanitary disposal station. Fees: \$12 per site per night, \$6 for America the Beautiful Senior Access Pass holders. Campsites available on a first-come, first-served basis.
- MojaveRd6BlackCanyonRd Page 4. GPS: 35.045382,-115.392908**

Indian Petroglyphs
and Ancient Well:

A large collection of large rocks which display hundreds of clear petroglyph drawings. Also you'll discover a large natural stone well. The site is well-preserved, with minimal vandalism. There are a few inscriptions from early white travelers with dates ranging from 1900 to 1919. The well still holds water, however appearing a bit stagnant. It's easy to skip this, but worth the visit. Only about a mile out of your way. **MojaveRd2East Page 28. GPS: 35.145670,-115.159135**

Indian Spring:

You may find the road leading east to Indian Spring off Kelbaker Road at GPS: 35.215086,-115.876568. This intersection is about 0.7 mile north of the entrance of the lava flow split (south of Seventeen Mile Point). This is NOT the same road as Indian Springs Trail, which is a few miles south. Indian Spring is about 3.5 miles east of Kelbaker Road. **Near MojaveRd1West Page 14. The approximate location of Indian Spring is GPS: 35.232219,-115.821186**

Jackass Canyon:

Before the Mojave Road as we know it was created, the earliest wagon route west went south from Marl Springs, then over Rocky Ridge and through Jackass Canyon. This route was abandoned around 1859 due to harsh terrain on the ridge and deep sand in the canyon. **MojaveRd3MarlSouth Page 4. GPS: 35.079913,-115.842572**

Lanfair Valley:

Most of the eastern Mojave was opened to homesteading by the US government in 1910. That year, inspired by the gospel of dryfarming techniques, and sensitive to the potential increase in value of property with good access to transportation, Ernest Lanfair, a merchant from Searchlight, claimed a portion of the valley that would later bear his name. His homestead and several others became the heart of a community along the railroad, also named for him. Migration to the area rose sharply in 1912 as word spread of Lanfair's bumper crops and free land. Settlers, referred derisively by cattlemen as "nesters," established a post office, a general store and a school. Further north, a settlement at Ledge had similar amenities. A 1914 Fourth of July community barbecue, hosted by Lanfair, counted some 400 participants. Future residents would rent boxcars from the Santa Fe Railway, known as "immigrant cars," load all of their possessions, and then meet the car several days later on a siding in Lanfair Valley. Newly arrived migrants staked and recorded their claims, and worked to clear and plant a portion of the land to meet government requirements. Later homesteaders often came along and bought the improved claims of former residents who moved away before receiving title to the land. When that happened, the process of gaining title would begin anew, but at least the new arrivals did not have to worry about constructing a place to live.

Ernest Lanfair's home can be seen still standing near the intersection of the Mojave Road and an unknown north-south road at **MojaveRd2East Page 28. GPS 35.131571,-115.16512**

Lava Tubes:

The Mojave Desert Lava Tubes are off of Aiken Cinder Mine Road 3 miles north of the Mojave Road. Within the lava field is a short trail leading to subterranean tubes formed by molten lava. A stout steel ladder takes hikers down into the tubes where a few skylights above light things up. Bring a flashlight if you want to explore inside. **MojaveRd2East Page 16. GPS: 35.216348,-115.751417**

Marl Springs: Also known as Camp Marl Springs, first garrisoned as a small informal Army outpost by troops from Camp Cady and Camp Rock Spring in October 1867. It was continuously occupied until May 1868, when it was abandoned permanently. In 1867 the post was surrounded by hostile Indians. During a 24 hour siege the station had a full test of its position. There were only three men there but they came out with their scalps intact. In the true spirit of the West, just at dawn a rescue column of soldiers cut through the besieging circle of Indians to save the post. Marl Springs continued to be an important station on the travel route across the Mojave Desert. It also served as the site for several trading posts. Some old deserted structures and ruins still occupy the site. Crumbling rock walls mark the site of the old Army post. **MojaveRd2East Page 19. GPS: 35.170700,-115.647590**

Mid Hills Campground: This 26-spot campground is nestled in pinyon pine and juniper trees at 5,600 feet. Temperatures are typically 10 to 15 degrees lower than Hole in the Wall Campground. Facilities include pit toilets, picnic tables, fire rings, trashcans, and drinkable water on a limited basis. The road to the campground is not paved and is not recommended for motorhomes or trailers. Fees: \$12 per site per night, \$6 for America the Beautiful Senior Access Pass holders. Campsites available on a first-come, first-served basis. **MojaveRd6BlackCanyonRd Page 6. GPS: 35.131637,-115.435568**

Mojave Cross: The Mojave Desert Veterans Memorial was erected in 1934 by the Veterans of Foreign Wars (VFW) in honor of World War I veterans and those who were killed in action. Riley Bembry, one of the founders of the memorial and a veteran of World War I, took care of the cross until his death in 1984. Shortly before his passing, he asked his friend, Henry Sandoz, to care for the memorial. Since that time, Henry and his wife, Wanda, have looked after the cross. In 2001 the ACLU filed a lawsuit on behalf of a man living in Oregon who argued the cross was unconstitutional, because it was located on government land. Lower federal courts agreed, ordering the removal of the cross and prohibiting Congress (who passed a law to transfer the property to the VFW) from making the transfer happen. Liberty Institute stepped in and filed an amicus brief at the U.S. Supreme Court on behalf of the VFW, The American Legion, Military Order of the Purple Heart and American Ex-Prisoners of War. In 2010 the U.S. Supreme Court reversed the lower court ruling and declared that the law passed by Congress in 2003, allowing the transfer to the VFW, was constitutional. The transfer was made in exchange for other land in the Mojave Desert owned by Henry Sandoz. Days after that ruling, vandals stole the cross. It was recovered 500 miles away. **On Cima Road 10.8 mile north of the Mojave Road. GPS: 35.314280,-115.548789**

Mojave Desert
Heritage and
Cultural
Association:

The **Mojave Desert Heritage and Cultural Association** is located at 37198 Lanfair Road in Goffs, CA. Visit www.mdhca.org. This location features a cultural center and museum as well as the restored Goff's Schoolhouse, originally built in 1914. The center is open a limited number of days, so be sure to check the web page. They can also open the facility for visiting groups with a few days advanced notice. The center is funded through donations, so your donations are appreciated.

Mojave Desert

Megaphone: One of the great mysteries of the eastern Mojave Desert. There are a lot of speculative stories on the internet about what it is and why it was made, from a warning siren to a gun sight to a drum. Or maybe a hoax of some sort or just plain art. Either way, no one seems to know how long ago it was placed there. **MojaveRd15CadyMtns-Crucero pages 12 & 13. GPS: 35.0054,-116.1964.**

Mojave Road Mailbox: Be sure to stop at the Mojave Road Mailbox at Mojave Road mile 74. This metal box and flag pole with U.S. flag was installed in 1983 by the *Friends of the Mojave Road*, an affiliate of the **Mojave Desert Heritage and Cultural Association** in Goffs, CA. Visit **www.mdhca.org**. There is a register inside the mailbox for Mojave Road travelers to record their passing and leave comments. **MojaveRd2East Page 18 GPS: 35.185400,-115.692840**

Nevada Southern

Railway Monument: Large concrete monument on the southwestern corner of the Mohave Road and Ivanpah-Lanfair Road. Brass plaque reads the following: "Nevada Southern Railway. In January of 1893 construction of Isaac C. Blake's Nevada Southern Railway commenced northward from Geoffs toward Manvel (later known as Barnwell) for the purpose of hauling ore from the mining districts of southeastern California and southern Nevada. It soon went bankrupt and was reorganized in 1895 as the California Eastern Railway. Six years later the line was extended north into Ivanpah Valley and in July of 1902 was acquired by the Santa Fe Railroad. Four years later the Barnwell & Searchlight Railway was built from Barnwell to the mines at Searchlight, Nevada. After 1918 the Santa Fe abandoned part of its line in the Ivanpah and only ran trains beyond Barnwell when warranted by demand. Several substantial washouts and continuing unprofitability caused the Santa Fe to abandon their rails north of Goffs in 1923. Lanfair and Ivanpah Road parallel the former Southern Nevada Railway grade as it proceeds northward from Goffs, then runs directly upon it for part of the distance through the New York Mountains. Sections of the roadbed, washed out in several places, can be seen from Ivanpah and Lanfair Road. This monument has been erected on a portion of the original grade used by the N S and C E Railroads." "Plaque dedicated October 12, 2008, by the Billy Holcomb Chapter of the Ancient and Honorable Order of E Clampus Vitus in cooperation with the Mojave Desert Heritage & Cultural Association." **MojaveRd2East Page 27. GPS: 35.13866,-115.186983**

Old Dad Mountains: This mountain range received the name "Old Dad," after Joseph "Old Dad" Wallace, a railroad worker from Kelso, who later became a prospector. Wallace was accused of murdering his fiancée, which prompted him to leave town. He moved to this mountain range with a team of donkeys to prospect. **MojaveRd1West Page 14, MojaveRd2East Page 15.**

Oro Fino Mine: The Oro Fino Mine is one of the earliest mines in the area. It began production in the 1890s. The expense of moving the ore at the time is what likely shut the mine down after a few years. The mine was reactivated in the 1930s and operated through 1943, producing about \$50,000 in gold. It's just past the Brannigan Mine on the same road. **MojaveRd1West Page 14.**

- Paymaster Mine: The Paymaster Mine, also known as the Whitney Mine, was the largest producer in the Old Dad Range. It's most relevant years were from 1900-1914. Water was piped in from Indian Spring and it had a mill operating in 1911. It is estimated to have made between \$50,000 and \$100,000 before being shut down in 1914 due to litigation. The mine was reopened in 1930 and was active on and off through the 1980s. **MojaveRd1West Page 14. GPS: 35.199127,-115.906398**
- Penny Can: The Penny Can is an old can (lately several cans) hanging from a tree on the north side of the road about head level. Tradition is to leave a penny as a tongue-in-cheek contribution to Mojave Road maintenance. According to Dennis Casebier, as the Mojave Road was being developed s a recreational trail in 1983, the can was found hanging here with a few pennies inside. Extra cans are generally added when one becomes full. **Mojave2East Page 27. GPS: 35.135488,-115.177167**
- Piute Springs: Piute Springs are natural springs about 3500 feet distance up the canyon (west) from Fort Piute. It is generally isolated and only accessible by foot, since vehicle traffic is prohibited by the NPS beyond fort Piute. **MojaveRd2East Pages 30, 31. GPS: 35.110825,-114.996066**
- Rainbow Wells: Rainbow Wells was an area of mining, ranching and residential activity from the early 20th century. After the last resident died in 1997, it was left abandoned and fell victim to vandalism. In 1998 two men were arrested there while operating an illegal methamphetamine lab. After the lab was removed, it was determined than none of the structured had any historic value most were vandalized beyond repair. Everything at the site was sent to a landfill, a total of 550 tons of material. Another 176 tons of scrap metal was recycled . All that is left of Rainbow Wells today is a few Joshua trees and some uneven ground. **MojaveRd2East Page 19. GPS: 35.205154,-115.649578**
- Rock House: Bert Smith was a World War I veteran who suffered from the effects of poison gas. He was not expected to live long due to lung damage, so he moved here hoping the dry climate would help. Smith built this cabin in 1929, originally as a wood framed building, adding the stone walls later. Smith lived here until the mid-1950s. He died in 1967 at a rest home. The house has been restored inside and out by the National Park Service. There is no access to the inside of the cabin, although you can view the inside through windows. There is a small picnic area and a public pit toilet near the cabin. A hiking trail leads from behind the cabin to lower Rock Springs. **MojaveRd2East Page 25. GPS: 35.154125,-115.333810**
- Rock Spring: Camp Rock Spring was established by the U.S. Army on December 30, 1866 as a small outpost of Camp Cady. Water was a problem at the post. The spring was poor and irregular and water had to be brought in from a mile west at Government Holes. It was maintained as an army post until May 21, 1868. **MojaveRd2East Page 25. GPS: 35.152830, -115.327300**

- Rocky Ridge: Before the Mojave Road as we know it was created, the earliest wagon route to the west proceeded south from Marl Springs instead of west. From there it would cross over Rocky Ridge and then through Jackass Canyon. After exiting Jackass Canyon, the route would cross the expanse of Devil's Playground. This route across Devil's Playground is nearly due west from Jackass Canyon on a 25 mile track directly to Afton Canyon. This route was abandoned around 1859 due to harsh terrain on the ridge and deep sand in the canyon. While the road is really no longer visible, you can still see the lines of stones that were moved aside down the ridge where the wagons used to go. This area is now easily accessed from a modern powerline road nearby.
Details here: **MojaveRd3MarlSouth Page 3. GPS: 35.110814,-115.794721**
- Stray Cow Wells: During the Civil War the US military spent time scouting the Mojave Desert looking for suitable routes for moving men and supplies. Captain George Price was given such a commission and in 1864 he led a company of men from Salt Lake City to Fort Mojave. They then travelled west to Lewis Holes. During Captain Price's journey his company came upon a stray cow at a watering hole near Lewis Holes. Prices men killed and ate the cow. The watering hole was named Stray Cow Wells in commemoration of the event. Located south of Searchlight, Nevada on the El Dorado Cañon Road Trail at the California/Nevada line.
MojaveRd7EastLanfairTrNo Page 5. GPS: 35.331488,-115.043951.
- The Triangles: Located on a mesa overlooking the Mojave River Wash, on the north west side. They were created by unknown people by removing rocks from the desert surface. They are easily visible and may be accessed by a side road that climbs up the back of the mesa. There is a line of posts to prevent you from driving too close, but you can walk right up to them.
MojaveRd1West Page 3. GPS: 34.986632,-116.486365
- Travelers Monument: The Traveler's Monument is a fun part of the journey on the Mojave Road. It sits near the center of Soda Lake. Bring a large rock if you want to add to the monument. Thousands have over the years. Once you arrive, you'll get to read the secret plaque and received the profound knowledge that only travelers of the Mojave Road can know. Do not divulge this secret to anyone.
MojaveRd1West Page 10. GPS: 35.13086,-116.095365