

*EXPLORE THE ROADS LESS TRAVELED IN THE*  
***SAN RAFAEL SWELL***

*THE SCENIC HEART OF CASTLE COUNTRY*

*SELF GUIDED DRIVING TOURS*  
*IN THE*  
***SAN RAFAEL SWELL, UTAH***

*VOLUME 3, EDITION 1 SPRING 2006*





# Welcome to the San Rafael Swell, the Scenic Heart of Castle Country!

Castle Country is a land of color and contrast:

From majestic snow capped peaks to desolate desert badlands, from native American rock art panels thousands of years old to dinosaur fossils over 100 million years old, from sinuous canyon gorges winding a thousand feet below you to awe inspiring buttes and mesas towering thousands of feet above you.

## Castle Country Has It All!

Well, everything but crowds, traffic jams, IMAX theatres.. Heck, The Emery County portion of Castle Country is bigger than Delaware and Rhode Island combined, and still has not one single traffic light.

Castle Country is blessed with many areas so magnificently scenic that they rival or exceed the beauty of Utah's famous National Parks. Visitors to Castle Country are blessed with a superior vacation experience. Fantastic scenic variety, friendly locals, affordable lodging, hundreds of campsites, and, best of all, **NO CROWDS!** Sure, you will see other people. In fact, you might even see a few dozen vehicles a day during the peak season. But consider this:

In one nearby national park, there is a hiking trail head with 150 parking spaces. Many days, every parking space is filled, with visitors circling and searching for a parking spot. This same park has other trail heads equally jammed with vehicles. Another popular national park in Utah is so crowded with people (over 2.5 million a year) that visitors must ride a shuttle bus. Yet another Utah park handles, on a single 18 mile road, 2,500 vehicles on a heavy day and over 8,000 tour buses a year. Yes, these parks are magnificent. But many people don't want to vacation elbow-to-elbow with thousands of visitors. Are you one of these people? Are you looking for a vacation experience that is getting harder and harder to find?

Then get off the beaten path.

That is where you will find...

## THE ROADS LESS TRAVELED

### Emergency Numbers:

Emery Medical Center, Castledale: 435-381-2305

Green River Medical Center: 435-564-3434

Castleview Hospital, Price: 435-637-4800

Emery County Sheriff: 911

OR 435-564-8111 (Green River)

OR 435-381-2404 (Castledale)

Utah Highway Patrol: 911 OR 435-637-0893 (Price)

Bureau of Land Management 435-636-3600 (Price)

Emery County Road Department:

435-381-2550 (Castledale)

## PRECAUTIONS AND IMPORTANT INFORMATION

The San Rafael Swell and vicinity is a region of untamed beauty and ruggedness. According to the latest Bureau of Land Management's San Rafael Route Designation Plan, there are over 2000 miles of roads open to motorized transportation in the San Rafael Swell. Ranging from single track motorcycle/bicycle routes to wild and challenging 4x4 routes, many routes are so well maintained that travel is very easy for passenger cars.

This travel brochure focuses on just a few of these routes accessible by nearly any vehicle. Mileage figures for each road section will be listed in **GREEN** when starting from the WEST or NORTH and **RED** from the EAST or SOUTH.

While nearly every service is available in the communities surrounding "The Swell", there are NO services in the region covered here, and cell phone service is spotty. Therefore, before you travel, please review the following precautions:

This guide is intended to provide you with accurate information to assist you in visiting this region. It cannot predict changing road conditions, weather, road obstacles, road closures, driver error, mechanical failure or any other number of variables. Use this and other brochures, maps and/or books at your own risk.

\*Take only vehicles in safe operating condition.

\*Have a spare tire, jack and lug wrench. Know how to use them.

\*Start your trip with a full tank of fuel.

\*Most roads have blind corners and may be narrow. Drive accordingly

\*There are no water fountains, and humidity levels can reach as low as single digits. Definitely bring plenty of fluids, and snacks or lunch is a good idea, as well.

\*Toilet facilities are few, and far apart. Toilet paper could come in handy. Pack out all paper!

\*Avoid travel in storms. While all roads detailed here are easily traveled when dry, wet roads can be impossible even for a rugged 4x4. Normally dry wash crossings quickly flood and become impassable. If caught in a storm, you can often wait it out, and roads usually dry out quickly.

\*Drive reasonable speeds. Watch your speed on downhill grades. Curves on dirt roads can be dangerous with excess speed. Roads can change with each passing storm. Watch for cattle, large rocks, road wash-outs, ANYTHING.

\*Leave gates the way you found them-If the gate was closed, then close it behind you. On public lands a gate is not intended to keep you out, but to keep livestock in.

\***STAY ON ROADS!!!** This is critical! Off-road travel has resulted in many roads being closed to all vehicle travel. Please help keep the roads open for yourself, other visitors, area residents and future generations!

Lastly, please use common sense. Do not vandalize signs, throw garbage into pit toilets, litter, harass livestock/wildlife, vandalize/ make etchings of/touch ancient Native American rock art panels, steal artifacts or fossils, or otherwise lessen the experience for those who visit after you. Most of these things, in addition to being highly inconsiderate, are also illegal. If you observe illegal activities, dangerous road conditions (wash-outs, rock slides, etc.), or if you are in need of assistance, please call the Emery County Sheriff's office or the Bureau of Land Management (BLM) as soon as possible.



# TABLE OF CONTENTS

Introduction, Precautions, & Important Information	.....	p.2
Interstate 70	.....	p.4
Black Dragon	.....	p.5
Cottonwood/Buckhorn Wash	.....	p.5
Green River Cutoff Road	.....	p.7
Wedge Overlook	.....	p.8
Moore Cutoff	.....	p.9
Rochester Creek	.....	p.10
Cleveland Lloyd	.....	p.10
Cedar Mountain	.....	p.11
Heart of Sinbad	.....	p.12
Goblin Valley	.....	p.13
Southern Reef Road	.....	p.14
North Temple Wash	.....	p.14
Behind The Reef Road	.....	p.16
Swasey Cabin	.....	p.16
Dutchman's Arch	.....	p.17
Sinbad Pictographs	.....	p.18
Taylor Flat	.....	p.18
McKay Flat/Hondu	.....	p.19
Reds Canyon	.....	p.19
Hidden Splendor	.....	p.20
Rod's Valley	.....	p.20
Old Rail Road Grade	.....	p.21
Miller Canyon	.....	p.21
Highway 10	.....	p.22
Joe's Valley	.....	p.26
More Information	.....	p.27
Recommened Reading	.....	p.27
Visit the Museums of Castle Country	.....	p.28

Copy Right © 2004, 2005, 2006 Way Out Ideas, LLC. All Rights Reserved.  
Way Out Ideas, LLC 471 S. Main, Moab, Utah 84532 -  
Please direct comments and suggestions to [www.wayoutideas.com](http://www.wayoutideas.com)  
Authored and Photos by Rob Cassingham unless otherwise noted  
Layout/Design by Mandy Cassingham  
Developed in cooperation with the  
Emery County Travel Bureau  
and many fine businesses of Castle Country.  
Printed by Pecan Printing of Price, Utah.

## Emery County Annual Events

### MARCH

Green River Spring Golf Tournament  
Green River Shooting Sports Park 600 YD. Rifle Shoot

### APRIL

Southeastern Utah OHV Club Annual Poker Run  
Green River C.E.U. Scholarship Golf Tournament  
Cowboy Action Green River Shooting Sports Park  
Green River Trail Ride

### MAY

Green River Golf Tournament  
Millsite Golf Course 2 Man Scramble  
San Rafael Swell Mountain Bike Festival  
Millsite Golf Course Match Play  
Green River Friendship Cruise  
Cowboy Action Green River Shooting Sports Park

### JUNE

Green River Cowboy Caucus  
Canyon River Runners Art Show  
Green River Golf Course Couples Scramble  
Millsite Golf Course: Emery Recreation Four Person Scramble  
Huntington Heritage Days Rodeo  
John Wesley Powell Days  
Utah Service Rifle Championship  
Green River Father & Son Golf Tournament  
Cowboy Action Green River Shooting Sports Park

### JULY

Huntington Heritage Days  
Huntington Heritage Days Softball Tournament  
Cowboy Action Green River Shooting Sports Park  
Millsite Golf Course Red, White & Blue Golf Tournament  
Cleveland Days  
Emery Days  
Orangeville Days  
Desert View Pro Rodeo

### AUGUST

Lamb Fry  
San Rafael Folk Art Festival  
Castle Valley Pageant  
Millsite Golf Course State Amateur Golf Tournament  
Emery County Fair  
Emery Fair Days 4 Person Scramble at Millsite Golf Course  
Cowboy Poetry  
Elmo Horse and Buggy Days  
Cowboy Action Green River Shooting Sports Park

### SEPTEMBER

Clawson Days  
Ferron Peach Days  
Peach Days 4 Person Scramble at Millsite Golf Course  
Arapahoe ATV Jamboree  
Cowboy Action Green River Shooting Sports Park  
Mens Association Club Champion Golf Tournament at Millsite Golf Course  
State Two Man Best Ball at Millsite Golf Course  
Green River Melon Days  
Green River 3 Man Scramble Golf Tournament  
Green River Fall Golf Tournament

### OCTOBER

Golf Tournament: Sponsored by BETA ZETA SORORITY at Green River  
Green River Fire Dept. Classic Car Show  
Cowboy Action Green River Shooting Sports Park  
Goblin Valley 50km Marathon  
Monster Mash 4 Man Scramble at Millsite Golf Course

### NOVEMBER-DECEMBER

Green River Fall Amateur Golf Tournament  
Green River 2 Man Best Ball Golf Tournament  
Cowboy Action Green River Shooting Sports Park

Check Our Website

For Dates, Details and Additional Happenings.  
[www.sanrafaelcastlecountry.com](http://www.sanrafaelcastlecountry.com)





Looking Eastbound from the Spotted Wolf Canyon Rest Stop on Interstate-70

## Interstate 70

This road log describes 61 spectacular miles of roadside scenery on I-70, from the Moore Cutoff Road at Exit 116 to Green River's Exit 160. In many visitor's minds, this is the most scenic expanse of interstate in the entire country.

- 1 **Mile 0 Mile 61**  
Exit 99 This exit marks the Southern end of the scenic and paved Miller Canyon Road, which winds through the Coal Cliffs and provides access to Emery and Highway 10.
- 2 **Mile 17 Mile 44**  
Exit 116 - **Moore Cutoff Road** and Eagle Canyon Rest Area  
This exit provides access to the Moore Road (detailed in this brochure) to the North and the Copper Globe Mine Road to the South (Not suitable for passenger cars after two miles). It also provides access to the Eagle Canyon Rest area, with nice views into the massive canyon's bottom.
- 3 **Mile 27 Mile 34**  
Mile Marker 122 - Ghost Rock Rest Areas  
These rest areas provide travelers with nice views of Ghost Rock, to the South of I-70. On the rare foggy day, fog can hide the base of Ghost Rock, giving the appearance that it is floating on a cloud. Ghost Rock was an important landmark for early cowboys and sheep herders, especially in bad weather. To the North of I-70 is an area known as Secret Mesa. Cut through with sheer canyons, caves, and heavily wooded highlands, it was a superb place for outlaws to hide from the law. Today, it offers many opportunities for both fit hikers to experience solitude and OHV enthusiasts to explore the wild back country.
- 4 **Mile 32 Mile 29**  
Exit 131 - Ranch Exit - **Cottonwood Wash/Buckhorn Wash Roads**  
This allows easy access for nearly all vehicles to the very center of the San Rafael Swell. To the North are the **Cottonwood Wash/Buckhorn Wash Roads**. To the South are the **Head of Sinbad Road** and other roads which are covered in the late in this brochure. The interesting cone shaped peak Northwest of I-70 is called "The Wickiup". A Wickiup is a crude brush dwelling used by ancient Native American hunter-gatherer societies.
- 5 **Mile 43 Mile 18**  
Mile Marker 142 - View Areas  
**SPECIAL NOTE FOR EAST BOUND TRAVELERS:** On I-70, just East of this exit, the freeway has a sharp 45 M.P.H. curve. Do not take this curve too quickly, or tragedy may result. The freeway and concrete barrier here bear MANY scars as the result of countless accidents. While both view areas offer fine views of the San Rafael Reef from the backside, the **EAST** one offers postcard views of I-70 as it cuts down through Spotted Wolf Canyon, with the distant La Sal Mountains towering in the far distance. The **WEST** view area offers views into the Black Dragon Canyon drainage. Both view areas are real treats for those interested in geology.
- 6 **Mile 49.5 Mile 13.5**  
Mile Marker 146 San Rafael Reef View Area  
This view area is only accessible for **WEST** bound travelers. It provides awe-inspiring views of the Eastern face of the San Rafael Swell. This cliff line is known as the San Rafael Reef. Long ago, the Navajo Sandstone was horizontal. When the San Rafael Swell was uplifted, the sandstone along the eastern edge was tilted up to 70 degrees from horizontal. This view area also contains a memorial to Utah Highway Patrol Trooper Dennis Lund. Tragically, Trooper Lund lost his life during a high speed pursuit in 1993.
- 7 **Mile 48 Mile 13**  
Mile Marker 147 - **Black Dragon Canyon Road Access**  
For safety considerations, **EAST** bound travelers are advised to continue East to Exit 149, then return Westbound to Milepost 147.

Use extra caution exiting and entering I-70 here, as this is not an official exit but is just a pull-off on the North side of the freeway and through a wire gate. This road is detailed elsewhere in this publication.

- 8 **Mile 50 Mile 11**  
Exit 149 - Utah Highway 24  
Utah 24 heads South here towards Goblin Valley State Park, Hanksville, and Capitol Reef National Park. Also, the Buckmaster Draw Road heads North from this point. Buckmaster Draw is suitable for all passenger vehicles under normal conditions, but some of the roads it connects with require high clearance and/or 4x4 vehicles. Buckmaster Draw is not detailed in this brochure.
- 9 **Mile 59 Mile 2**  
Exit 158 US Highways 6 and 191  
This exit gives you access to the main route to Price, Utah and on to Salt Lake City. It is also the route to access Nine Mile Canyon (near Wellington, Utah) and the Eastern end of the **Green River Cutoff Road**.
- 10 **Mile 61 Mile 0**  
Exit 160 - Green River  
This is the exit/entrance for the West side of Green River. Nearly every service you may require is available in this desert oasis. This is the exit/entrance on the West side of Green River. Nearly every service you may require- such as restaurants, groceries, auto repair, lodging, camping, RV dump, golfing and more- is available in this desert oasis. Visitors wishing to obtain more local information should drive East an additional 2.8 miles on Main Street and visit the superb John Wesley Powell River History Museum, which is situated on the East bank of the mighty Green River. The Green River Information Center is housed within the museum.  
  
Green River exists at this location for one very simple and necessary reason. This is the only easy crossing point of the Green River for hundreds of miles of canyon country. This was a traditional crossing point for Native Americans before the coming of the white man and the Old Spanish Trail forded the river here. When explorer John Wesley Powell passed through here in 1869 and again in 1871, there was no settlement yet. The first white settlers were here by 1878 - A certain Mr. Blake (first name unknown) and his sons, who ran a ferry service as well as having the contract for mail service between Ouray, Colorado and Salina, Utah. By 1880, there were 3 settler families, water wheels, diversion dams, irrigated crops and a post office. The official postal designation remained "Blake City" until 1895. The coming of the Rio Grande Western Railroad spurred a boom in 1882, and by 1890 there were 375 persons here. In 1913, The Midland Highway (one of North America's very first transcontinental highways) passed through Green River, followed by US Highways 6 and 40 and Interstate 70. Some 125+ years later, Green River continues to be a critical stop for travelers in a hot and hostile environment. Green River is also an important stop for those traveling via river: Rafters and Kayakers can enjoy a wild, wet and tumultuous adventure through Gray and Desolation Canyons to the North, with trips ending at Green River. Alternatively, water lovers can enjoy a beautiful and tranquil float, starting at Green River State Park, through Labyrinth and Stillwater Canyons to the South. This section of river is also featured in the annual "Friendship Cruise", which is held every Memorial Day weekend in May (water levels permitting). In this event, dozens of power boats travel down the Green River to the confluence with the Colorado River, then proceed up the Colorado to end near Moab. Another popular event is Melon Days, which is held every 4th weekend in September. First held in 1906, Melon Days is the oldest watermelon festival in the world and brings hundreds of visitors to town to sample Green River's world-famous watermelons, as well as other varieties of melons. Nearly 30 varieties of melons are grown here, and each one is gourmet quality due to the near-perfect conditions of great soil, abundant sunshine and unlimited water.  
  
Green River makes an excellent and affordable base camp for exploring the San Rafael Swell, as well as nearby Arches and Canyonlands National Parks. In 2003, the estimated population of Green River was 958.



Ghost Rock Rest Area on Interstate-70



There are numerous etchings at the Black Dragon site. There is some evidence suggesting that these images were part of an ancient calendar system.



## Black Dragon

This section details the short access road for the pictographs in Black Dragon Canyon. This road is only 1.2 miles long one way. There is much easy hiking along several different canyon bottoms in this area!

- 1 Mile 0**  
Milepost 147, **I-70**  
This road begins 50 feet West of Milepost 147 on **I-70**, just West of a large red rock outcropping. Go through the gate, and close it behind you.
- 2 Mile .7**  
Continue North on the main road. An optional road spurs West from this point, and continues for several hundred yards towards some cottonwood trees. There are three canyons within the San Rafael Reef here, and provide some fairly easy and varied hiking. Contact local information centers for more information, or refer to the publications listed elsewhere on this brochure for more details.
- 3 Mile 1.0**  
Turn left (West) here, and drive towards the mouth of the canyon. Park at the mouth of Black Dragon Canyon and enjoy a beautiful .2 mile stroll along the canyon's bottom. Those with a high-clearance vehicle may drive this distance, if desired. There are several pictograph panels on the North wall of the canyon. There is more scenic hiking if you continue up the canyon.

Return to **I-70** when finished-  
**USE CAUTION WHEN RE-ENTERING FREEWAY!**



Window Blind Peak is the world's largest free standing monolith.

## Cottonwood Wash/Buckhorn Wash Roads

This road log covers the **Cottonwood Wash/Buckhorn Wash Roads**. While this sounds like two different roads, it is actually one single continuous road. The San Rafael River is the boundary - Buckhorn Wash North of the River, Cottonwood Wash to the South. The Southern section, Cottonwood Wash, is a wide-open rolling high desert, with low rocky bluffs studded with distant towering buttes. This road is well maintained and is generally a safe road to drive. Although flat tires are unlikely, there are some small but sharp rocks-make sure you have a spare! Watch for herds of wild burros just north of the sink hole near Jack Ass Flats. If you don't see them, you may notice signs of their presence along the road. The Buckhorn Wash portion of this route is especially scenic, with canyon walls rising many hundreds of feet above you, enigmatic Native American rock art panels, a well-preserved dinosaur track, and more! There are many side roads along this route, but the navigation of this road is easy-when in doubt, stay on the main road!

- 1 Mile 28.3 Mile 0**  
This is where the **Cottonwood Wash Road** intersects **I-70** and heads North towards Buckhorn Wash.
- 2 Mile 26.2 Mile 2.1**  
This is a Sagebrush test area, used to study the effects of grazing by livestock. The Western section of the enclosure was fenced off in 1937, while the Eastern section was enclosed in 1961.
- 3 Mile 23.3 Mile 5.0**  
You are at Sinkhole Flat, with the actual sinkhole surrounded by a circular log fence. The sinkhole is of little scenic value, and is included here only as a landmark.
- 4 Mile 10.8 Mile 17.5**  
Massive Window Blind Peak is to the East of the road, with the smaller Assembly Hall Peak to the North of Window Blind. Rising to an elevation of 7030 feet, it is the tallest free standing monolith in America, one of the largest in the world. It is called "Window Blind" because some of the rock formations near the top on Northeast side look like windows with the blinds closed. Assembly Hall was named for its resemblance to the original L.D.S. Assembly hall in Salt Lake City.
- 5 Mile 10 Mile 18.3**  
To the West, slender Bottleneck Peak rises to an elevation of 6401 feet above sea level.



**6 Mile 9.2 Mile 19.1**

This is the bridge over the San Rafael Swell, and it is the boundary between Cottonwood Wash and Buckhorn Wash roads. Just to the south of the river is the San Rafael River Campground, maintained by the Bureau of Land Management. It offers many fine campsites, picnic tables, fire rings, and pit toilets. There is no drinking water available. North of the river are many sandy primitive campsites under the cottonwood trees.

The swinging bridge located to the West was built by the Civilian Conservation Corps in 1938, and was the only bridge over the river until the early 1990s. Though you can no longer drive on it, it is perfectly safe to walk on.



**6** *Swinging Bridge spans the San Rafael River and was built by the Civilian Conservation Corps in 1938. Bottleneck Peak is in the background*

**7 Mile 7.4 Mile 20.9**  
Calf, Cow and Pine Canyons enter from the East.

**11** *Fremont Petroglyph Located along the Buckhorn Wash Road.*

**8 Mile 5.5 Mile 22.7**

One of the highlights of the entire San Rafael Swell is the mysterious Buckhorn Wash pictograph panel. A pictograph is painted onto a surface, and a petroglyph is carved or pecked into the stone. There are some faint petroglyphs here, but the red pictograph figures are the stars of this site! The main panel was painted well over 2,000 years ago by a culture archeologists have named "Barrier Canyon Culture".

The Barrier Canyon peoples were an archaic age hunter-gatherer society, living in caves or brush shelters and using the "atlatl" (a modified throwing stick) as the bow and arrow was unknown to them. Beyond this, little is known of the Barrier Canyon peoples. The red figures were created using powdered hematite, and possibly mixed with animal fat, eggs, or some other fluid. For a brush, they may have used fingers or brushes made from animal fur or slender grasses. When painted on sandstone, the stone absorbs the pigments, thus preserving them for thousands of years for you to enjoy.

The images here are very interesting, and defy interpretation.

There is also a boulder here carved with the names of the same CCC boys that built the swinging bridge over the San Rafael River.

There is a pit toilet at this location.

**9 Mile 4.2 Mile 24**

On the sandstone ledge, about 40 feet above the road, is the Matt Warner inscription, dated Feb 17 1920. Matt was a very colorful outlaw that operated (on occasion with Butch Cassidy) from New Mexico to Washington State for over 18 years. During that period, he frequented Green River, operating a saloon and brothel there. After his arrest and three year incarceration in the Utah State Prison, he was released and led a much more wholesome life, eventually becoming a Justice of the Peace and nighttime Marshall in Price. He died in 1938.

**10 Mile 2.3 Mile 25.9**

There is a cattle guard here. Just South of the cattle guard is a parking area. Park there, and notice the trail heading to the East, up a steep hill. There is a large panel of petroglyphs at the end of this short trail.

**11 Mile 2.1 Mile 26.1**

To the East of the road is a small canyon. A very short distance up this canyon, on the southern canyon wall, is an interesting petroglyph. It can be hard to spot, so look for a series of bullet holes where some fool shot his initials (T.K.G.) onto the cliff. Look left of those for a large, light colored crack running vertically. The petroglyph is just left of the crack.



**8** *The Rock Art Panels at Buckhorn Wash consist of primarily Barrier Canyon Pictographs.*



## Green River Cutoff Road

The Green River Cutoff Road was the original road between Castledale and Green River until I-70 was constructed. It crosses the extreme Northern tip of the San Rafael Swell. In sections, it follows the path of the Old Spanish Trail as well as following short stretches of an old railroad grade. The Western portion of this road, from Highway 10 to the **Buckhorn Wash Road**, is one of the best maintained in the county and is oiled to keep dust to a minimum. The Eastern Portion, from Buckhorn Wash to Highway 6-191, is narrower and rockier, though still easily passable to passenger cars. While the entire road does offer interesting and varied scenery, it is not quite as scenic as other portions of the San Rafael Swell; however, it does allow easy access into the Swell, especially from Castle Dale and vicinity. Pronghorn Antelope are commonly seen in Buckhorn Flat.

### 1 Mile 0 Mile 43.1

The **Green River Cutoff Road** intersects with Utah Highway 10, 1.5 miles North of Castle Dale. There are several large historic corrals here.

### 2 Mile 4.1 Mile 39

You are at the top of Oil Well Dome. Eastbound travelers need to watch their speed at this point.

### 3 Mile 12.7 Mile 30.4

This is a major 4-way intersection. To the North is the **Cleveland Lloyd Dinosaur Quarry Road** and to the South is the **Wedge Overlook Road**. The block building and water tank is the Buckhorn Flat Well, a major watering spot for area livestock. The well water is very hard due to minerals. It is said that if you mix soap flakes with the water, the water will curdle!

### 4 Mile 14.9 Mile 28.2

This is the junction with the **Buckhorn Wash Road**.

### 5 Mile 17.4 Mile 25.7

You are crossing the upper end of Furniture Draw. There are the supports of an old bridge which was built for the railroad.

### 6 Mile 27.5 Mile 15.6

Good views to the North of Chimney Rock. Chimney Rock is the isolated butte standing just East of Cedar Mountain. There is also a road at this point that leads to some huts and fireplaces that were used by Chinese laborers, who were employed building the never-completed railroad grade. The huts can be tricky to find! For more detailed information on the Chinese huts, the railroad grade, and the Old Spanish Trail, please visit one of the area's information centers.



There are numerous pronghorn antelope living in the San Rafael Swell. Pronghorn Antelope are the fastest land mammal in North America.

### 12 Mile 1.6 Mile 26.6

A very clear and large dinosaur track can, with a little searching, be found here. On the East side of the road is a ledge of sandstone about 10 to 15 feet above the road. There are several paths up to the ledge. Once on top of the ledge, look for a larger flat area of bare sandstone at your feet. The footprint is on this large sandstone area, although you may have to move some flat rocks to uncover it. People often cover the track with rocks to help slow down erosion and prevent vandalism. Unfortunately this habit is also "sanding away" the edges of the track. If you need to uncover the track, lift the sandstone, do NOT slide it.

### 13 Mile 1.4 Mile 26.8

A short canyon, named Furniture Draw, is East of the road. There is an easy hike up the canyon.

### 14 Mile 0 Mile 28.3

You are at the intersection with the **Green River Cutoff Road**. West will take you to Castle Dale and Highway 10, East will lead you to US Highway 6-191.



Outlaw turned lawman, Matt Warner rode through these canyons with Butch Cassidy.

Dinosaur Foot Print, Buckhorn Wash



Historic Corrals greet visitors to the Swell along the Green River Cutoff Road's the West end of the route.



**7 Mile 41.6 Mile 1.5**

This intersection joins part of the original highway. **East** bound travelers, head North on the paved road. **West** bound travelers, head Northwest on the graded dirt road.

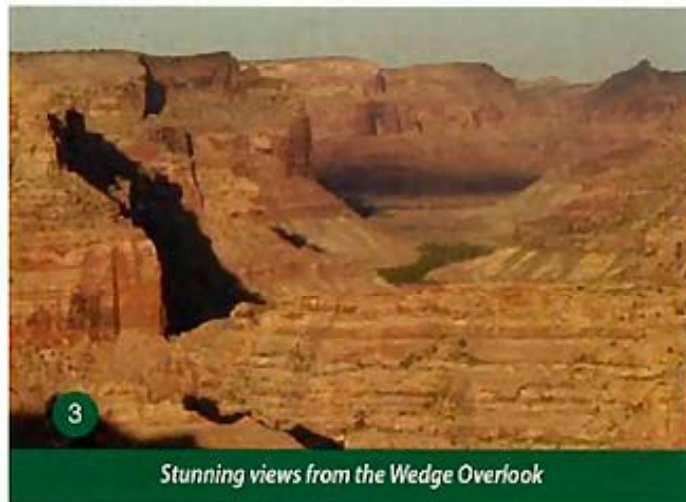
**8 Mile 42.1 Mile 1.0**

This junction is also at the original highway. **East** bound travelers should go East on the dirt road, while **West** bound should go South on the pavement.

**9 Mile 43.1 Mile 0**

The **Green River Cutoff Road** reaches US Highway 191-6 here. There is a large metal yellow sign advising you that the road may be impassable after storms.

Those starting this route here and heading **West** will find the access to this road just South of Mile marker 283 on Highway 6-191. I-70 is 17 miles South of here.



*Stunning views from the Wedge Overlook*

## Wedge Overlook

Navigation and travel on this road is easy, and the views at the end are highly recommended! As you travel Southward, you gradually gain elevation as you ascend the Northern slope of the San Rafael Swell. As you climb, the vegetation transforms until you are in the midst of a dense "pygmy forest" of Pinyon Pine and Utah Juniper. The forest will cut off all views until you reach your destination-The stunning Wedge Overlook of Utah's Little Grand Canyon!

Once you have finished enjoying the splendid scenery, return via the same route.

**1 Mile 0**

The Wedge Overlook Road begins at the 4-way intersection and heads South.

**2 Mile .5**

At this intersection, the Fuller Bottom Road heads to the right (West). You should continue on the main road heading South.

**3 Mile 6.1**

You have arrived at the edge of Utah's Little Grand Canyon, with the tiny San Rafael River twisting along the canyon bottom. To the South, across the canyon, is the remote Sid's Mountain Wilderness Study Area, while the view down canyon towards the Southeast takes in Window Blind Peak and the Southern Buckhorn Wash area. From this point, roads head East and West, providing more spectacular views for either drivers or hikers.

There are toilet facilities here.



*Chimney Rock on the Green River Cutoff Road*



*The Wedge Overlook, also known as Utah's Little Grand Canyon, offers unparalleled views of the San Rafael River's deep gorge in the Northern Swell*





**4** This Snake Petroglyph along the Moore Cutoff Road measures over 10 feet in length

a long series of regularly spaced rounded bumps. The cliffs at this point are called the "Molen Reef". There are more petroglyphs and large spherical concretions near here—ask a nearby information center for more information!

**5 Mile 3.5 Mile 18.1**

Paved intersection. You have reached the farming hamlet of Moore. At this point, those heading towards I-70 turn left, while those heading towards Utah Highway 10 turn right. Those that are interested in viewing the Rochester Creek petroglyph panel should head West at this intersection for 2 miles, where the **Rochester Creek Panel** road begins.

**6 Mile 0 Mile 21.6**

This is the intersection of the **Moore Cutoff Road** and Utah Highway 10, near milepost 22. The town of Ferron is just to the North, and the town of Emery is just to the south.

## Moore Cutoff Road

This scenic and varied road is very well maintained. There are some very fine petroglyphs and a set of dinosaur tracks. There are also some wonderful vistas to enjoy!

**1 Mile 21.6 Mile 0**

The **Moore Cutoff Road** meets **I-70** here at Exit 116. There is also a rest area here. The road is generally passable in all but the worst weather conditions, one wash crossing may be muddy after storms.

**2 Mile 21.6 Mile .5**

There are great views of Eagle Canyon just East of the road.

**3 Mile 14.3 Mile 7.3**

The Red Ledges are South of here. There is also a slender arch along the edge of the cliffs.

**4 Mile 7.6 Mile 14**

At this point, as the road bends around a bluff, there is a pull out to the North that ends near several boulders with Fremont Indian petroglyphs upon them. There are two especially nice snake petroglyphs here. Also, a short distance East of these boulders is a massive, sloping boulder with a long set of dinosaur tracks upon it. They are on the upper surface. The tracks are not very clear, but are



**4** Numerous Petroglyphs and an interesting set of Dinosaur Tracks can be found along the Moore Cutoff Road at stop 4







The Rochester Creek Panel, with its many unique characters, is the reward of a short half mile hike.

## Rochester Creek Rock Art Panel Access Road

This graded road is included in this guide for one very good reason. It leads to the fantastic Rochester Creek Petroglyph Panel! The road is only 5.5 miles one-way, followed by a fairly easy one-mile, round trip hike. Some rock art experts attribute the panel to the Fremont Culture, while others believe it was created by the Barrier Canyon Culture. In any case, it is one of the most interesting and varied rock art sites in the entire state. This should be a highlight of any trip to the Swell!

To access this road, either approach it from the East via the **Moore Cutoff Road** (as detailed last section) or from Utah Highway 10, at milepost 16. If approaching from Highway 10, continue east for another .25 mile, where you will reach a graveled road, with a sign pointing the way to your destination. The road log begins at that intersection. Due to map constraints, only stops 1 and 5 are shown.

### Mile 0

- 1 Head south from this intersection.

### Mile 2.0

- 2 Turn left on a graveled road.

### Mile 3.6

- 3 The road forms a "Y" at this point. Go left, towards the radio tower.

### Mile 4.8

- 4 At this intersection, go to the right, and up a small hill.

### Mile 5.5

- 5 This is the trailhead for the Rochester Creek Rock Art Panel hike. The hike is fairly easy, with a very easy to follow trail to the rock art. There are some rocks that are embedded in the trail, so watch your footing, or you may trip yourself! The hike is .5 mile one way and is fine for nearly everybody. The panel is quite a treat! When finished, return the way you came.

## Buckhorn Flat to Cleveland Lloyd

This road log details the route from the Buckhorn Well (on Buckhorn Flat) to the Cleveland-Lloyd Dinosaur Quarry. This is not the only way to access the quarry. You may also access it from Huntington, Cleveland and Elmo.

### 1 Mile 0

This route starts at the 4-way intersection on Buckhorn Flat, at Buckhorn Well. The road West is part of the **Green River Cutoff Road** and leads to Castledale and Highway 10; The road South leads to the **Wedge Overlook**; the road East leads to the **Buckhorn Wash** intersection and also to US Highway 191 via the **Green River Cutoff Road**; The road North leads towards the **Cleveland-Lloyd Dinosaur Quarry**. Drive North!

### 2 Mile 3.3

Just to the North of a fenceline, another less-traveled road leads East, along the base of Cedar Mountain and upon the old railroad grade. There are four separate Fremont rock art panels along that road! Contact area visitor information centers for more info.

### 3 Mile 5.6

You are passing the site of Buckhorn Reservoir. In wet years, the reservoir can be quite large. The little stream that feeds the reservoir used to flow down through Buckhorn Wash.

### 4 Mile 7.1

You are at an intersection. To get to the quarry, turn to the right (Northeast). If you continue straight at this intersection (to the Northwest), you will reach Huntington..



Allosaurus Display at the Cleveland Lloyd Dinosaur Quarry



**5 Mile 9.3**

You are now at another large 4-way intersection. To reach the quarry, continue straight (North). To the West, that road leads to Cleveland. To the East is the **Cedar Mountain Overlook Road**.

**6 Mile 13.4**

At this intersection, you should turn right, to the East. If you continue North, you will reach the Desert Lake Waterfowl Management Area and the town of Elmo.

**7 Mile 19.6**

You have arrived at the Cleveland-Lloyd Dinosaur Quarry National Natural Landmark (designated a National Natural Landmark in 1966). There have been well over 15,000 bones excavated from this Jurassic "predator trap", and there are many thousands more awaiting excavation and study. There is also a skeleton reconstruction of a young Allosaurus (and other bones) on display in the visitor center. Mostly due to the abundance of Allosaurus bones found here, Allosaurus Fragilis is the official Utah State Fossil.

In addition to the visitor center, there is a viewing area of a paleontological dig, a one-hour self-guided "Rock Walk" with 15 informative stops, picnic tables, restroom facilities and drinking fountains. There were also many dinosaur tracks recently discovered in the area—ask a ranger for a guided tour to see them!

## Cedar Mountain Overlook Road

This road climbs gently, first across a plain covered with low brush and grasses and then through a dense pygmy forest of Pinyon Pine and Utah Juniper, eventually reaching an altitude of 7,664 feet and a breathtaking vista of the entire Northern San Rafael Swell. This is a truly sublime panorama!

Navigation on this road is very straightforward—Once you start on it, the road will lead you directly to your destination.

**1 Mile 0**

This road log begins at a large 4-way intersection. To the North lies the **Cleveland-Lloyd Quarry**. To the South is Buckhorn Flat, and to the West is the road that leads to Cleveland. You should drive East from this point.

**2 Mile 14.7**

You have reached an overlook. There is a map at this location to help orient you to the major landmarks of the Northern Swell and vicinity.

**Mile 15.3**

**3** This is a fantastic picnic area, with fire grates, picnic tables, pit toilets and garbage cans. There is no water available here, however. Walking through the picnic areas and on the short nature trail is especially enjoyable—older children will absolutely love this place! There are also many splendid overlooks to enjoy, with much potential for landscape photographers. When finished, please return using the same route by which you came.



These are some of the high quality fossil displays featured at the Cleveland Lloyd Dinosaur Quarry



Cedar Rim Picnic site offers incomparable views of the Swell from its overlooks. Well maintained picnic sites make this a great lunch stop.







*Barrier Canyon Pictographs along the Heart of Sinbad Road.  
Near Stop 3.*

## Heart of Sinbad Road

This route details the 24 miles from the large 4-way intersection between Temple Mountain and Utah Highway 24, to **Interstate 70** at Exit 131. The road is fine for passenger vehicles, and offers stellar views of the Southern San Rafael Reef and Temple Mountain. The main purpose of this road is to provide access to other terrific routes in the Southern Swell.

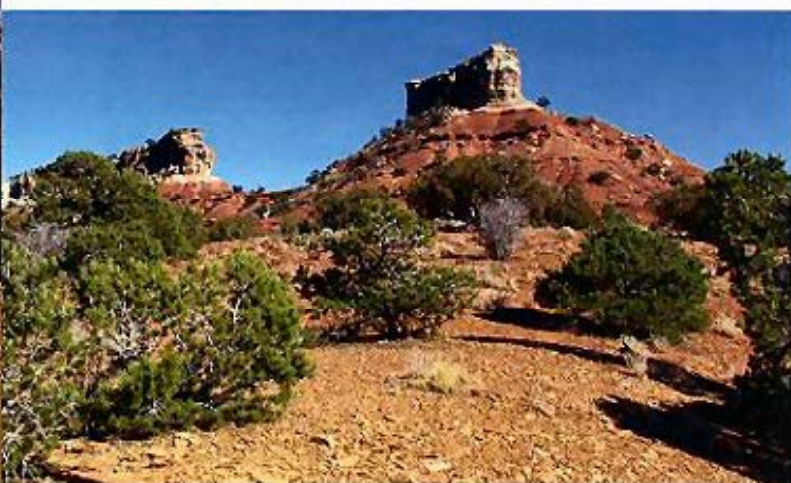
- 1 **Mile 0 Mile 24.2** You are at a large 4-way intersection. To the North is the road for **North Temple Wash**, and to the South is **Goblin Valley State Park** and the **Southern Reef Road**. The **Heart of Sinbad Road** heads West from here.
- 2 **Mile .5 Mile 23.6** This is a newly constructed group camp area, complete with two large pit toilets. This camping area can easily handle large motor homes and camp trailers.
- 3 **Mile .9 Mile 23.2** To the North of the road is a large parking area with a big metal pipe sticking out of the ground. From the parking area, look North under an overhang on the cliff face-there are several Barrier Canyon style pictographs here, as well as one Fremont Indian pictograph. The Fremont pictograph is the horned figure at

the far left of the panel and probably dates back nearly 1,000 years. The Barrier Canyon figures date back at least 2,500 years. This panel is damaged, but mostly due to natural erosion. Unfortunately, the panel has also been vandalized by nit-wits. Don't be one!

- 4 **Mile 1.4 Mile 22.8** This is where the road changes from paved to dirt.
  - 5 **Mile 2.1 Mile 22.1** To the North is another new group camping area, with clean pit toilets. Both this camping area and the one 1.7 miles East were constructed Fall/Winter 2004. There are also several historical stone buildings that were constructed in the very early 1900's during a radium mining boom. Temple Mountain, which looms above the campground, is riddled with uranium mines and artifacts from the mining boom. This entire area is a great place to explore on bike, ATV, 4x4, horseback or your own two feet!
  - 6 **Mile 2.3 Mile 21.9** This is the intersection with the **Behind the Reef Road**. That road offers good scenery and access to some great hiking!
- Over the next several miles, Southbound visitors will have splendid views of the Reef, the Henry Mountains to the South, and other area landmarks. Northbound visitors should get out once in a while and take in the spectacle!
- 7 **Mile 10.4 Mile 12.9** This is the intersection for the **McKay Flat / Hondu Arch Road**. That road will give you access to the **Hidden Splendor Mine Road**, and the South end of the **Reds Canyon Loop**.
  - 8 **Mile 13.2 Mile 10.1** This is the intersection of the **Taylor Flat Road**.
  - 9 **Mile 18.2 Mile 5.0** The road heading West is alternate access for Swasey Cabin. This particular road is not detailed in this brochure.
  - 10 **Mile 19.2 Mile 4.0** This is where the **Swasey Cabin Road** heads West. For more information, please refer to that road log elsewhere in this publication.
  - 11 **Mile 24.2 Mile 0** The **Heart of Sinbad Road** has intersected I-70 at Exit 131. The road goes under I-70, and becomes the **Cottonwood Wash/Buckhorn Wash Road**.



*These views are enjoyed along the Heart of Sinbad road  
between stops 6 and 7.*





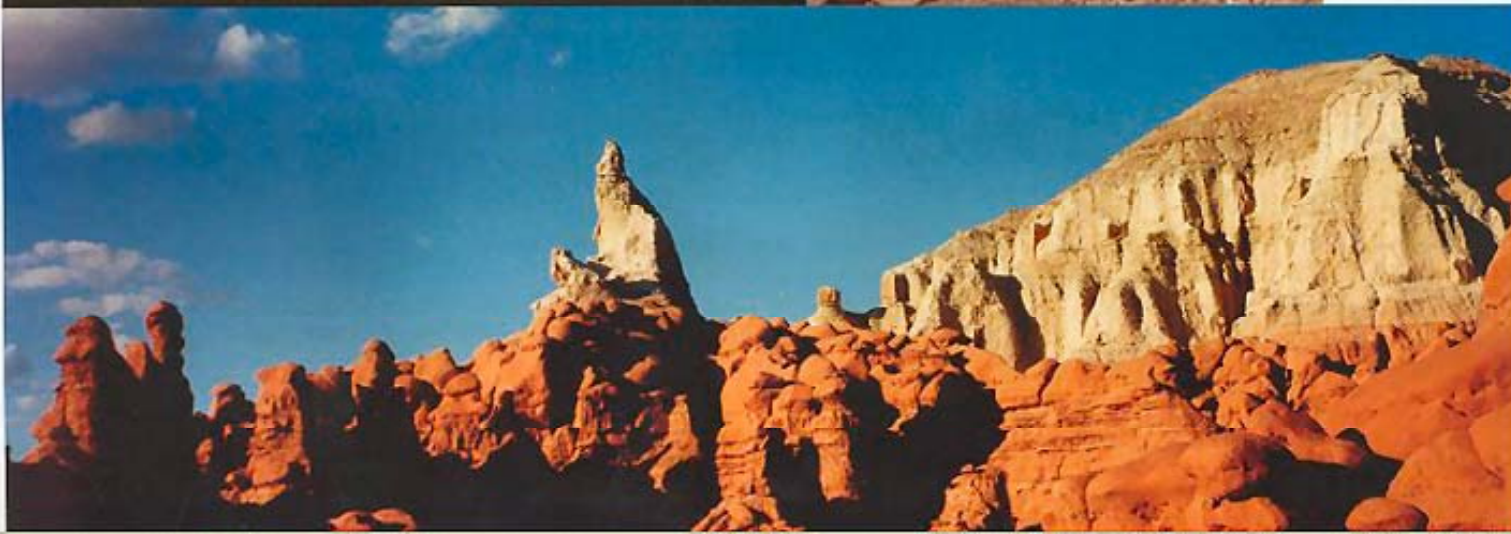
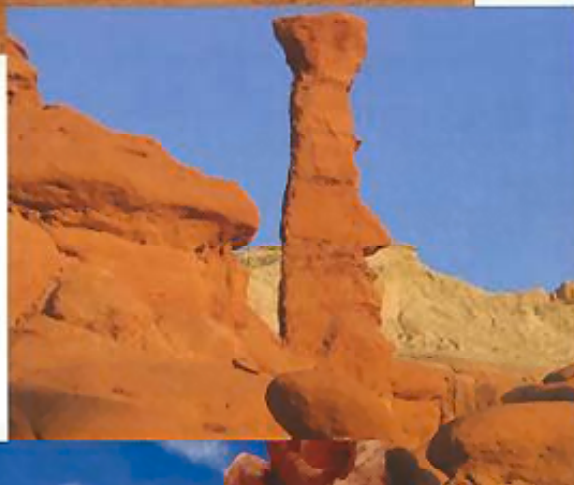
## Road to Goblin Valley State Park

This road doesn't require much in the way of navigating, as it is paved the whole way with no confusing intersections. It will provide access to the surreal, other-worldly Goblin Valley State Park, one of the crown jewels in Utah's state park system. No trip to Utah is complete without a visit to this most bizarre of destinations!

- 1 Mile 0** This is the intersection with the **Heart of Sinbad Road** and the **North Temple Wash Road**. Head South from here.
- 2 Mile 1.6** The low brown formations to the East are the Gilson Buttes. The two large flat-topped mesas in the middle distance have the obvious name "The Flat Tops". The mountains towering far to the East are the La Sal Mountains.
- 3 Mile 2.7** The brown butte you see is Molly's Castle. The mountains towering to the South are the Henry Mountains. These mountains have the distinction of being the last mountain range in the lower 48 states to be discovered and mapped by early explorers to the region. They also harbor America's only huntable herd of bison (Buffalo).
- 4 Mile 3.4** The large butte to the South is Wild Horse Butte, which looms over the Goblin Valley parking area.
- 5 Mile 5.8** Here, as you cross a cattleguard, is the boundary of Goblin Valley State Park. This is a fee area for both day use and camping. The park has toilet facilities, and campers who stay at the park also have access to hot showers and an RV dump. The actual Valley of the Goblins is 1.9 miles down the road.
- 6 Mile 6** The **Southern Reef Road** heads West from here.
- 7 Mile 7.7** You have reached the parking area for the Valley of the Goblins. The small valley is home to thousands of intricately eroded brown stone "goblins" that will set your imagination whirling! Although there are some actual hiking trails, the valley is perfect for freestyle wandering and exploring. Kids will adore this park. Nearly anybody can, and should, spend time just walking around the place. The odd scenery and almost total lack of plant life make this a very alien landscape. In fact, Goblin Valley doubled as another planet in the 1999 film "Galaxy Quest", starring Tim Allen and Sigourney Weaver. Goblin Valley also appears in "City Slickers 2", with Billy Crystal.

When done, return the way you came.

*All Photos are of Goblin Valley State Park*





## Southern Reef Road

This is a very easy, very well maintained road. It's scenic value is fair, but is included as it is the access for the Little Wild Horse/Bell slot canyon hike-the most popular hike in the Swell!

- 1 **Mile 0** The route starts at the intersection with the **Goblin Valley Road**, and heads West.
- 2 **Mile 4.2** You are at the top of a hill. Over the next mile, you may see shiny objects glittering on the ground resembling broken glass. This is actually Selenite, which is a type of gypsum.
- 3 **Mile 5.4** This is the trailhead for the Little Wild Horse / Bell Canyon loop hike. Hikers are advised to obtain more information on this hike, which is approximately 8 miles for the entire hike, taking an average person 6-8 hours to complete.

There is a BLM information kiosk here that usually has maps of the route. There are also BLM maintained toilet facilities here. The road does continue beyond this point, but is not covered in this brochure



*This is the northern edge of Little Wild Horse Butte. The fine even sand stone layers are testament to a tidal mudflat that disappeared over 100 million years ago*



*This topo map depicts the hiking route up Little Wild Horse Wash and back down Bell Canyon. This spectacular loop hike through Slot Canyons is justifiably the most popular hike in the San Rafael Swell. Refer to the recommended reading list for more information on this and other fantastic hiking opportunities in the San Rafael Swell.*



*The Narrows of North Temple Wash*

## North Temple Wash

This short but very highly recommended route cuts through the San Rafael Reef via a maintained wash bottom, offering tight sandstone narrows, mining ruins, incredible views of Temple Mountain, and an amazing balanced rock-one of the most delicately balanced rocks you shall ever see! You will be all grins as you make your way through this wonderful little canyon. A sense of adventure and high clearance recommended; at 2.4 miles there is a very short rough spot that will turn some back. Standard 4x4 SUVs will have no problem, however. As this route is in a wash bottom, do not enter if rain is threatening, and be aware that flash floods may, on rare occasions, make the route temporarily impassable.

Due to size constraints, only stops 2 & 7 are not shown on the map.

- 1 **Mile 0** This log starts at the junction of the road South to **Goblin Valley State Park** and the **Heart of Sinbad Road**. For this route, head North on the major graded dirt road.



2 **Mile .1** There is an intersection here. Stay on the road that heads slightly Northwest, roughly paralleling the Reef.

3 **Mile 1.0** You are at an intersection. The road continuing North is marked by a sign stating "Road not maintained beyond this point". Turn left (West) at this intersection-you are now in North Temple Wash. The canyon is very shallow here.

4 **Mile 1.4** You are at Temple Tower. This improbably balanced rock is quite photogenic-at least while the rock remains balanced! It may topple any year now...

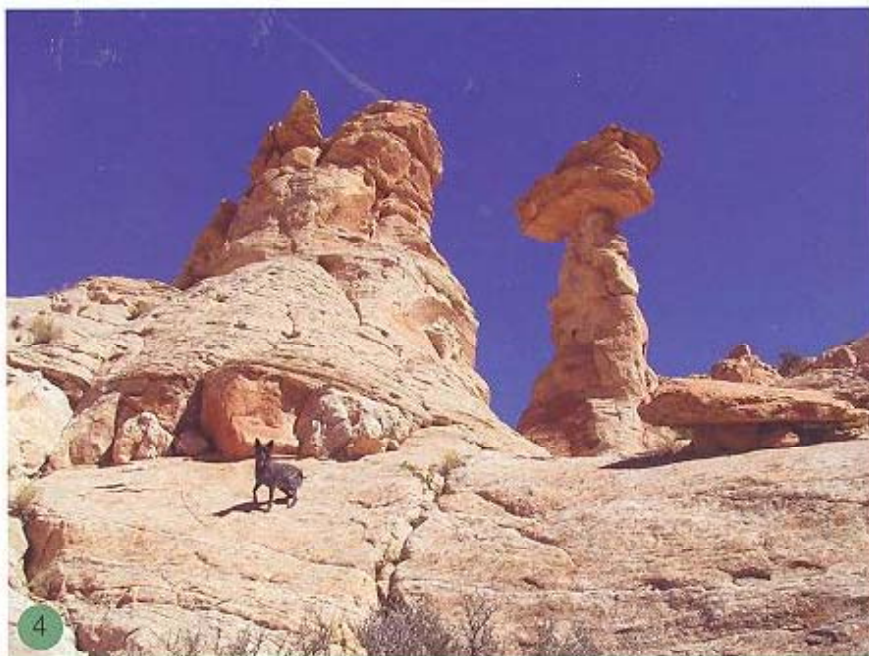
5 **Mile 1.8** You are in the first set of narrows. This set is where the wash cuts through the Navajo sandstone. The canyon has deepened, and the road, in places, is much too narrow for vehicles to pass each other. As you continue on, you will pass through the various geologic layers, each older than the last.

6 **Mile 2.1** The canyon has widened considerably. The soaring cliffs are Navajo sandstone, on a whitish Kayenta sandstone base.

7 **Mile 2.3** You have reached the second set of narrows, this time in the Kayenta sandstone. Those unsure of their vehicle's capabilities or of their own driving skills may wish to walk up the canyon from here and inspect the rough spot. Some will turn back at this point.

8 **Mile 2.4** The roughest spot in this brochure! Although the Swell has many areas of extreme ruggedness, this little rough spot is as bad as it gets in this publication (unless a road has been damaged by storms or rockfall). Although nearly all stock 4x4 vehicles will have no trouble here, don't try crossing it if you are not comfortable doing so.

9 **Mile 2.7** The canyon has opened up again, this time permanently. The Kayenta sandstone you just traversed is now the cap rock on the reddish brown Wingate sandstone cliffs. The reddish, soft slopes at



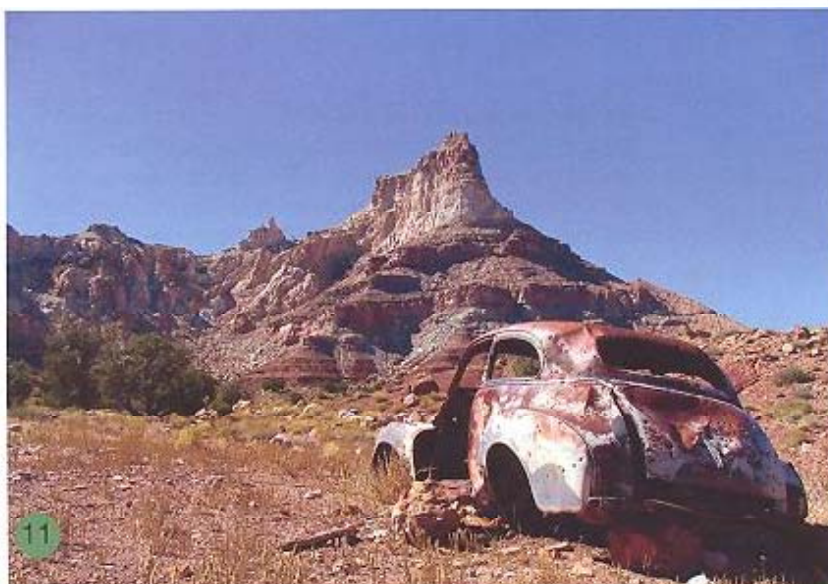
*Temple Tower in North Temple Wash is also featured on the back cover of this publication and is just one of the highlights of this favorite route.*

the base of the cliffs or Chinle formation. The Chinle is of Triassic age, and the Wingate is at the beginning of the Jurassic.

10 **Mile 3.5** At this intersection, keep to the left.

11 **Mile 4.2** The route ends here at some weathered buildings. The road does continue, although quite a bit rougher beyond this point, eventually joining with the **Heart of Sinbad Road**. This road is beyond the scope of this brochure. This site was one of the major hubs of area uranium mining activity during the mining boom, and many claims are kept current. Besides the assortment of mining camp artifacts and debris, if you observe the North side of Temple Mountain you will notice many roads that switchback up the face of the mountain, mine adits, tailings piles, and other signs of the boom. Please respect our local history, and do not steal or damage anything.

When finished, return the way you came in.



*There are numerous signs of historic mining activity at the camps that once thrived around Temple Mountain. Do not enter abandoned mines.*







3

*Cheese Rock or Tafoni is common throughout the San Rafael Swell. It is caused by differential erosion causing the pockets on the face of the rock. The origin of Tafoni is not well understood.*

## Behind The Reef Road

This scenic drive is for those who would like to see the San Rafael Reef a little bit more "up close and personal". The very scenic road also provides access to several fine hiking opportunities. Please refer to the "Recommended Reading" portion of this publication for more information on these excellent hikes! Under normal conditions, this road is passable to all standard passenger vehicles. There are some fine campsites along this road, as well.

- 1 **Mile 0** This is where the **Behind the Reef** road intersects with the **Heart of Sinbad Road**.
- 2 **Mile 1.6** The break in the cliffline of the Reef is Wild Horse Wash (NOT to be confused with Little Wild Horse Wash!). The road heading South/Southeast from this point leads toward the top of this canyon.
- 3 **Mile 4.1** Another break in the cliffline, another road heading South! This road leads to the mouth of Crack Canyon. Excellent "Swiss Cheese" rock (geologists call this phenomena "tafoni") can be found near the top of this canyon.
- 4 **Mile 6.3** The road log ends here at the mouth of Chute Canyon, which is broader than Crack canyon, but not so wide as Wild Horse Wash. The road continues for a distance beyond this point, but becomes a rough 4x4 and ATV trail and is beyond the scope of this publication.



*This trough is fed by a natural spring. It is found on the far side of the Swasey Cabin up against the cliff walls.*

## Swasey Cabin Road

This road log details the route to Swasey Cabin, and provides access to several other very worthwhile sites in the area. The drive is scenic, but the destination is even more so! Under normal conditions, this road is fine for most passenger cars.

- 1 **Mile 0** This is the intersection with the **Heart of Sinbad Road**. The **Swasey Cabin Road** goes West from this point.
- 2 **Mile .2** The road passes just South of a reservoir. During dry spells, it often dries up.
- 3 **Mile 1.0** At this intersection, the road heading Southeast will join with the **Heart of Sinbad Road**. You should continue heading West.
- 4 **Mile 4.5** You have reached the intersection with the road that will take you to **Dutchman's Arch** and the **Head of Sinbad Pictograph Panel**. These road logs are covered elsewhere in this brochure.

*Lone Warrior Rock Art Panel along the Swasey Cabin Road  
This is a Barrier Canyon style pictograph*



5





Swasey Cabin and the Broken Cross Pinnacle.

- 5 Mile 6.1** The road heading West will take you to the Lone Warrior pictograph panel. It is worth a look, but the road is prone to erosion. High clearance advised! If you decide to visit the site, you will reach the panel after only .5 mile. NOTE: The panel is found at the SECOND log fence.
- 6 Mile 6.9** The road heading South from this intersection is the Rod's Valley Road. That road is detailed elsewhere in this publication. To access Swasey's Cabin, turn West here.
- 7 Mile 7.6** You have reached Swasey's Cabin, and the Broken Cross pinnacle that towers just to the Southwest of the cabin. The cabin was built in 1921, but the wild Swasey Boys (including Joe, Sid, Charley, and Rod) started running cattle out here decades before they finally built the cabin, usually sleeping in the open or in shallow caves. The Swaseys are responsible for naming many landmarks in the Swell, including Joe and His Dog, the Sid and Charley pinnacles, Rod's Valley, Eagle Canyon, Sid's Mountain, Cliff Dweller Flat, and MANY more. Some of their exploits were remarkable, including the one that occurred at a place appropriately named "Swasey's Leap", where Sid, as the story goes, bet his brother Charley a small herd of cattle that Sid, on horseback, could jump 12 feet across the San Rafael River. Of course, the river was at the bottom of a gorge, 80 feet below! Sid was successful, and the cows were his.

The road does continue beyond this point, but quickly becomes a REAL 4x4 trail as it descends into Eagle Canyon-Subarus and similar vehicles not advised! There is an immense natural arch (Eagle Arch) 1.5 miles down the canyon.



Panoramic View From Swasey Cabin

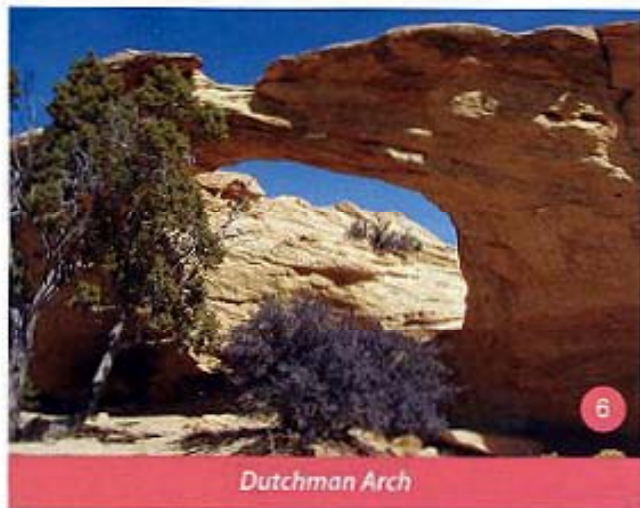
## Dutchman's Arch

This short route goes under **I-70**, where it then visits a nice and seldom visited little arch. Due to erosion, this route is suggested for higher-clearance vehicles.

- 1 Mile 0** The road heads North, towards **I-70**.
- 2 Mile .5** Drive underneath **I-70**
- 3 Mile .5 + 100 feet** You are at an intersection. Head West (left turn).
- 4 Mile .5 + 200 feet** You are at another intersection. Head North (right turn), away from the fenceline.
- 5 Mile .75** At this intersection, head West toward the low sandstone bluff.
- 6 Mile 1.1** You have arrived at Dutchman's Arch. Though plainly visible from **I-70**, few highway travelers ever notice it. Please do not camp here. Camping at this location is a selfish act as other visitors don't enjoy photographing and wandering through your campsite.

The road does continue past this point, but quickly becomes a difficult 4x4 road. However, the scenery is amongst the finest to be had in the San Rafael Swell. Those interested in going for a hike (the length and difficulty are up to you-BRING WATER!) should drive down the road for another .5 mile or so and then hike the road. Incredible panoramas and canyon-edge views are common! Interested hikers should consult Steve Allen's excellent hiking guidebook (detailed elsewhere in this brochure) for more details on this hike.

When finished, return the way you came.



Dutchman Arch



6



*This view of the Sinbad Highlands as viewed from stop 5.*

## Head of Sinbad Pictograph Panel

This route will take you to the pristine Head of Sinbad Pictograph Panel. This is a must for those fascinated by Native American Rock Art! The last .3 mile may be eroded, requiring careful tire placement in places. Passenger cars should be especially cautious - a high clearance vehicle is advised. Due to size constraints, the map only shows stops 1, 4 & 5.

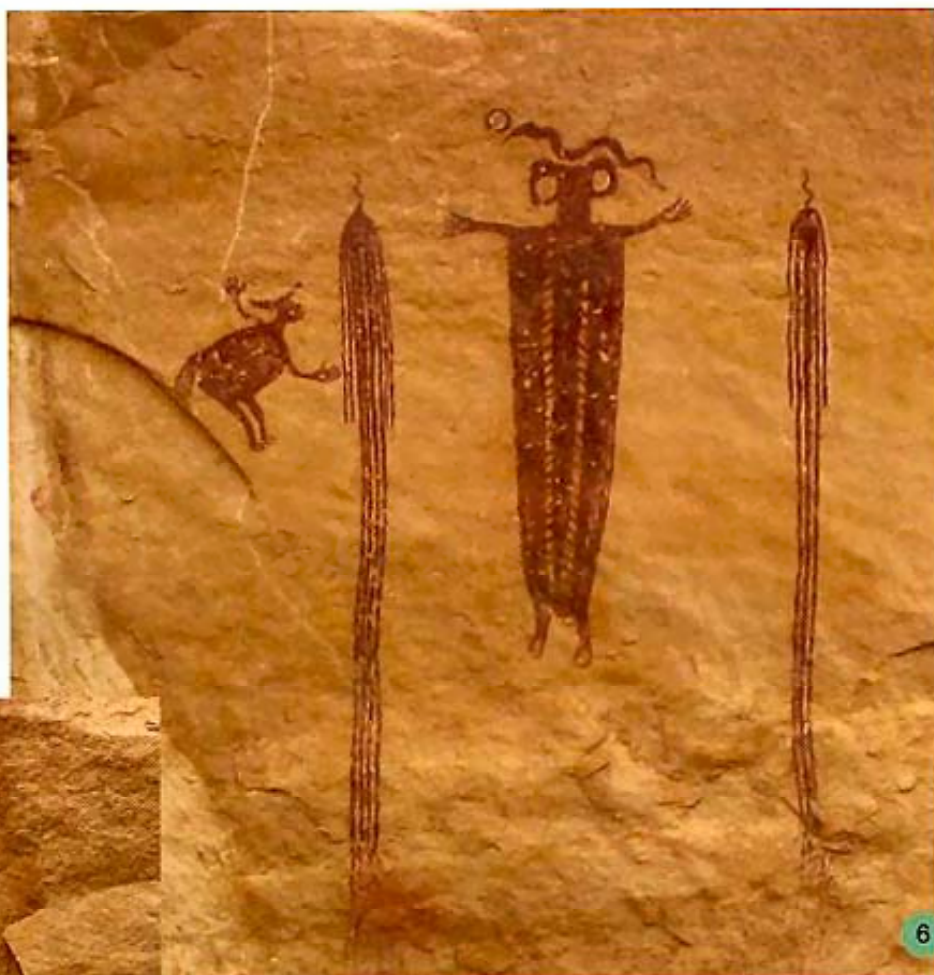
- 1 **Mile 0** At this intersection, the described route heads North from the **Dutchman's Arch Road**.
- 2 **Mile .1** Be watchful for two concrete blocks on the edge of the road. If you aren't careful, you may hit them and damage your tires or wheels. On the bright side, if you DO pop a tire here, at least it is a very short walk to I-70.
- 3 **Mile .3** The road forms a "T" intersection here - turn right and head East.
- 4 **Mile .9** At this intersection, turn to the North and towards the sandstone bluff.
- 6 **Mile 1.2** You have reached the Head of Sinbad Pictograph Panel. These very mysterious images are attributed to the Barrier Canyon Culture, and are at least 3,000 years old. Help make certain they last another 3,000 years or more AND DO NOTHING MORE HARMFUL THAN PHOTOGRAPHING THEM! DON'T EVEN TOUCH THEM! It is sad that visitors still must be told that, but unfortunately is a never-ending stream of boneheads. For a nice photograph, the central figures can be framed between the trunks of the Juniper tree that stands before it. These ghostly images were the center spread in the January 1980 National Geographic. Also, the panorama to the South is quite nice.

Return the way you came.

## Taylor Flat Road

This road is only included because it is a connector road. It connects the **Heart of Sinbad Road** with the **McKay Flat/Hondu Arch Road**, as well as providing access with the Southern end of the **Rod's Valley Road**. The road is suitable for any vehicle.

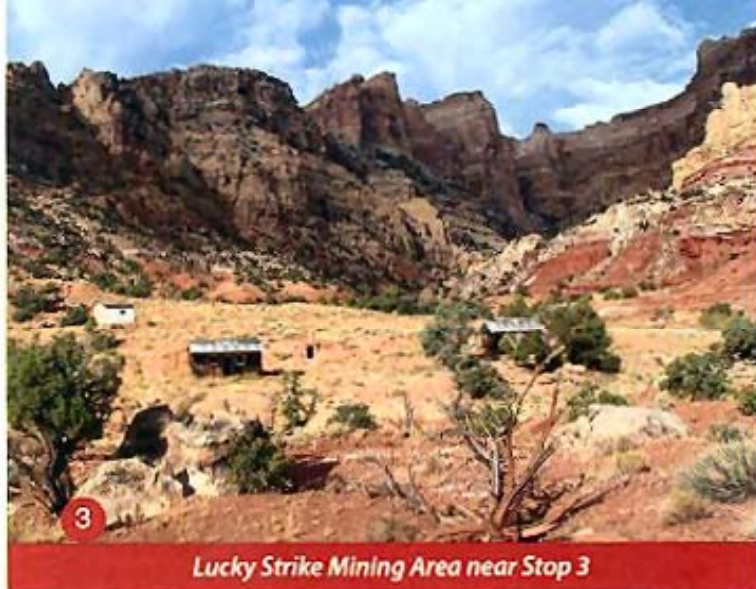
- 1 **Mile 0 Mile 3.7** This is the Western end of the Taylor Flat Road. It intersects with the **McKay Flat Road**.
- 2 **Mile .6 Mile 3.1** The road heading North is the **Rod's Valley Road**. It provides access to the Swasey Cabin and other nearby sites.
- 3 **Mile 3.7 Mile 0** This is the East end of the Taylor Flat Road. The road joins the **Heart of Sinbad Road** at this intersection.



*The pictographs at the Head of Sinbad are among the finest examples of prehistoric art in the world. They have been featured in National Geographic Magazine in January 1980 and are truly National Treasures. Please, do not touch them.*







Lucky Strike Mining Area near Stop 3

## Reds Canyon Road

This road, when combined with the **McKay Flat/Hondu Arch Road**, forms the extremely scenic and enjoyable Reds Canyon Loop. This road provides access to a rugged and remote backcountry that will delight your senses! Under the very best of conditions, many passenger cars can make the entire loop. However, due to the nature of this road (long stretches are in a wash bottom), driving a high-clearance vehicle is strongly advised.

- 1 **Mile 0 Mile 15.3** This is the intersection with the **McKay Flat/Hondu Arch Road**. Tomsich Butte is to the West.
- 2 **Mile 2.7 Mile 12.6** The large butte to the West is named North Butte.
- 3 **Mile 5.9 Mile 9.4** The road heading West at this intersection goes to the Lucky Strike mining area. That road ends in .9 mile at an old settlement. There are several old cabins and other artifacts of the uranium boom here, in a spectacular setting. This is definitely worth a visit. PLEASE do not vandalize or molest the structures! These represent a quickly vanishing part of history. If you decide to visit it, make note of your mileage!
- 4 **Mile 11.2 Mile 4.1** The bottom of a long grade. Those going North/East begin heading uphill.
- 5 **Mile 13.6 Mile 1.7** The top of a long grade. Those heading South/West begin a long descent. Watch your speed!
- 6 **Mile 15.3 Mile 0** This is the North end of the **McKay Flat/Hondu Arch Road**.

## McKay Flat/Hondu Arch Road

This road will take you through remote, wild, and untamed backcountry before ending at towering Hondu Arch—a must for any natural arch enthusiast! The route is also the Southern portion of the **Reds Canyon Loop**, one of the most scenic loop drives on the entire Colorado Plateau (high clearance vehicle advised to drive the entire loop). The **McKay Flat/Hondu Arch Road** is normally fine for most passenger cars.

- 1 **Mile 0 Mile 18 McKay Flat-Heart of Sinbad** Intersection. The McKay Flat Road heads West at this intersection.
- 2 **Mile 2.7 Mile 15.3** The Taylor Flat Road heads North from here. That road will also provide access to the **Heart's Valley Road**.
- 3 **Mile 3.7 Mile 14.3** This intersects with the North end of the **Reds Canyon Road**. The 8.6 miles between this intersection and the **Hidden Splendor** intersection cross McKay Flat.
- 4 **Mile 12.3 Mile 5.7** The **Hidden Splendor Road** heads South at this intersection. The 5 miles between this intersection and Reds Canyon-South end intersection occasionally has steep grades. Drive accordingly!
- 5 **Mile 17.3 Mile .7** This intersection is at the South end of the **Reds Canyon Road**. Tomsich Butte is the large sandstone monolith just West of this intersection. For those continuing on to view Hondu Arch, head South. You will pass by the old Dirty Devil uranium mines over the next .7 mile. DON'T ENTER THE MINES!
- 6 **Mile 18 Mile 0** End of road log. Hondu Arch towers to the South. The opening of Hondu (commonly spelled "Hondoo") Arch reminded early explorers of the knot in a cowboy's lariat, which the Spanish call a Hondoo.



Husk of old truck with Tomsich Butte in back.



Hondu Arch and Vicinity at Sunrise. Near stop 5.



2

*This view looks south toward the Reef and the wild Henry Mountains. Just prior to stop 2.*

## Hidden Splendor Road

This route provides many scenic panoramas of the Southern San Rafael Reef, as well as access for some wonderful camping and hiking in the area. If you are lucky, you may also see some of the many wild horses that dwell in the Swell! Under normal circumstances, this road is passable to passenger cars, but there are some short sections where the road gets a little rough-watch your speed. In addition, this road has an elevation of 6,554 feet at the Northern end and 4,878 at the South end—a drop of nearly 1,700 feet over 10 miles. Make certain your brakes are in good shape. You may want to shift into a lower gear for some downgrades.

- 1 **Mile 0** Intersection with the **McKay Flat/Hondu Arch Road**. The **Hidden Splendor Road** heads South from here.
- 2 **Mile 3.7** At this point, the road begins a long descent. Control your speed, and be cautious on blind corners.
- 3 **Mile 7.6** End of long downhill portion.
- 4 **Mile 10.0** Hidden Splendor Mine Area. Also known as the “Delta” mine, at one time this was the top-producing uranium mine in the Swell. There is a large green pile of tailings next to the road—it would NOT be a good idea to let children play on it! There are also some concrete foundations in the area, as well as a still-used dirt landing strip. There are plentiful campsites (although camping on the dirt runway would be a very bad idea, so don’t! In fact, interfering with aircraft or aircraft operations is a federal crime) in this very scenic location, but precious little firewood. There are also several great hikes starting from this point—please refer to some of the fine hiking guides listed elsewhere in this publication for more information.

## Rod’s Valley

This road log details the 6.1 miles from the **Swasey Cabin** area to the intersection with the **Taylor Flat Road**. Although there are worthwhile scenic vistas, the main reason for driving this route is as a shortcut between the **Swasey Cabin** and the **Reds Canyon Road**. Due to a challenging .3 mile on a steep grade, the route is recommended for high-clearance two wheel drive if heading South, and a high-clearance 4x4 if heading North.

- 1 **Mile 0 Mile 6.1** The route heads South from the intersection of the **Swasey Cabin Road**.
- 2 **Mile .5 Mile 5.6** You are at the edge of a forest of Utah Juniper and Pinon Pine. If you are driving South, you will occasionally be in thick stands of the pygmy forest for the next 1.3 miles.
- 3 **Mile 1.3 Mile 4.8** A confusing intersection for those traveling South. At a rough spot is the road, the main route heads to the West. Those heading North may not even notice this intersection.
- 4 **Mile 1.5 Mile 4.6** The North end of a steep grade. For those heading South, consider shifting into a lower gear.
- 5 **Mile 1.8 Mile 4.3** The South end of the steep grade. For those heading North, the next .3 miles will be the roughest spot on your journey. For those driving South, you have reached the northern edge of Rod’s Valley. Your trip just became much easier!
- 6 **Mile 3.55 Mile 2.55** A spur road heading West leads to old uranium mining activity.
- 7 **Mile 6.1 Mile 0** The South end of the Rod’s Valley Road. The intersection here is the **Taylor Flat Road**.



*Keep your eyes open for herds of wild horses and wild burros that live in the Swell.  
This photo of wild burros was taken near I-70*





45 Degree Rock, Daisy Chain and the Silent Sentinel are some of the highlights seen along the Old Railroad Grade



## Old Railroad Grade

This route, also known as the Lower Cedar Mountain Road, follows the general route of an early railroad grade. The main route is suitable for passenger cars when

dry, but some short spur trails may require high clearance. This road offers nice scenery along the foot of Cedar Mountain, but the chief attractions are several Fremont Indian rock art panels. The mileage figures given here are only for the main road, while the mileage given for the short spur trails are not included in the overall mileage. Note that there are several side routes not mentioned in the road logs—these undocumented roads only lead to small livestock reservoirs that collect the runoff from Cedar Mountain.

The narrow-gauge railroad grade was constructed in the very early 1880s at a cost of over \$200,000, using primarily local men. A man without a team of horses earned the princely sum of \$2 a day, while a worker with a team of horses earned \$3 a day. The route was to have stretched from Green River to Cleveland, a distance of 50 miles. However, it appears that the railroad grade suffered from faulty engineering estimates—the overall grade was determined to be too steep, and the project was abandoned without one foot of tracks ever having been laid.

- Mile 0** The route heads East from this point, at the junction with the **Buckhorn Flat/Cleveland-Lloyd** road.
- Mile .1** The route goes through a gate and fenceline. Leave the gate the way you found it!
- Mile 2.7** A short road heads North towards the base of Cedar Mountain. The length of this side road is .2 miles. Note that there is a wash crossing .1 mile up this road that may stop passenger cars, though the remaining distance makes for an easy walk. There are several very nice panels, including the Silent Sentinel, at the end of this side route that make this a worthy visit. These panels are nearly pristine—please don't immortalize yourself as a fool by doing anything but photographing the panels!
- Mile 3.2** The second site on the road log is called Daisy Chain. Look for a large prominent boulder North of the road. There are several images here, but the most prominent are three Fremont human glyphs holding hands (the "Daisy Chain").
- Mile 3.5** A road spurs North from here towards the third stop, called "45 Degree Rock". The side road heads North .15 miles towards a boulder inclined

at about 45 degrees. There are some petroglyphs on the North side of the boulder, including what may be a Kokopelli image.

- Mile 4.0** At this point another road spurs North .2 mile towards a large pile of boulders. This site is called "Railroad Rock" and it features numerous historic inscriptions from 1881, left behind by the hard-working men who constructed the never-to-be-completed railroad grade. There are also several more petroglyphs to be found here, including a rare image of a duck. Please remember that these inscriptions are part of Emery County's historical legacy. Some of the men that carved their names in stone 120+ years ago still have relatives in the region. Vandalizing this site by adding your own inscription will only serve to remind others you are disrespectful - and a criminal, as well.

The road log ends at this point—visitors are arrived to head back the way they came. The road does continue past the end of this log, but the road condition rapidly erodes.

## Miller Canyon Road Log

Miller Canyon, named after Daniel and Miles Miller who homesteaded and ran cattle in the canyon starting in 1881, is a pleasant 9 mile drive connecting Emery town and **Interstate 70**. The scenery is very nice, plus hawks and eagles, (including Bald Eagles), are frequently spotted near the Northern end. The road is paved, a rarity in the more remote sections of Castle Country.

- Mile 0 Mile 9** This is the North end of this road log, at the intersection of 300 East and Main Street/Highway 10 in Emery Town. The road log heads south from this point.
- Mile .8 Mile 8.2** At this intersection, Southbound traffic should turn left and stay on the paved road whilst Northbound should turn right and head towards Emery town. Heading South, the road continues to cross open country. There are large Cottonwood trees over the next mile—keep your eyes out for hawks or Bald Eagles roosting the trees!
- Mile 3.2 Mile 5.8** The road is at the upper end of Miller Canyon. There are some strangely eroded boulders at this point.
- Mile 5 Mile 4** Muddy Creek enters the canyon from the East.
- Mile 5.8 Mile 3.2** There is a rock on the East shoulder of the road that one of the settling Millers incised his name on, as well as a cowboy glyph ("Rocking R") and some faint petroglyphs, including a spiral. Between this rock and I-70 the scenery is quite nice, with dark grayish shale forming the base of pinkish capped cliffs and buttes.
- Mile 9 Mile 0** You are at I-70, at the Southern end of this road log.



Miller Canyon is a great drive to connect Interstate 70 & Highway 10 as a loop drive through the Northern Swell. Watch for bald eagles in this area.





17

## Highway 10

Castle Country is a land of wide-open spaces, stunning panoramas, and rugged beauty without equal. The interior portions of Castle Country have defeated all attempts at settlement, and today the only permanent human presence is found at the far outer edges of this vast untamed region. This road log will focus on the small communities found in Western Castle Country. Like pearls on a necklace, Utah Highway 10 connects nearly every town in Emery County, with few exceptions. Without Highway 10 linking these communities and fostering an economic lifeline in the form of necessary services for both residents and visitors, Castle Country would be even more sparsely populated.

This route covers Highway 10 from Price to the town of Emery. Along the way, it passes near Elmo, through Cleveland, Huntington, the county seat of Castle Dale, near both Orangeville and Clawson, and through Ferron. Important intersections and several historic markers are also present.

- 1 Mile 0 Mile 60.3** This is the Northern end of this road log. You are at the College of Eastern Utah Prehistoric History Museum located at 155 East Main, in downtown Price. The museum is also the home of the Castle Country Regional Information Center, which is a fantastic resource for trip planning as well as information on area attractions, services, and guides and outfitters. For those



visitors heading South on this road log, start by driving West on Main Street.

- 2 Mile .1 Mile 60.2** Highway 10, also known as Carbon Avenue in Price, intersects Main street here. Southbound visitors should turn left (South) at the intersection, while Northbound visitors should turn right (East) on Main.
- 3 Mile .9 Mile 59.3** Highway 10 passes underneath US Highway 6-191.

For the next several miles, Southbound travelers will notice the homes and residences becoming fewer in number, and natural gas pumping rigs becoming more common to the West. These rigs are tapping the reserves of the Ferron Sandstone coalbed gas fairway. This underground layer of gas is from six to 10 miles wide and stretches over 80 miles from North of Price to South of Emery. The total recoverable gas deposits are estimated to be between four and nine TRILLION cubic feet. In addition to these unimaginably vast gas reserves, Castle Country is the location of a number of coal mines and several coal-fired power plants. After over 120 years of heavy coal mining, coal reserves in Castle Country are still estimated at 2.4 billion tons. Energy related industry has long been a major economic force in Castle Country, and will continue to provide energy to Utah, the United States, and beyond for many decades to come.

- 4 Mile 9.6 Mile 49.8** This point marks the boundary separating Carbon County to the North and Emery County to the South.
- 5 Mile 12.2 Mile 47.2** Just South of milepost 57 is an intersection. Southbound traffic wishing to follow this road log should turn left onto Utah Highway 155.

Over the next several miles, the road continues in a straight line past fields, farms, cattle and sheep.



- 6 Mile 14.5 Mile 44.9** This road log continues straight past this intersection. The side road leads to the **Cleveland-Lloyd Dinosaur Quarry** and the small community of Elmo. Elmo, founded in 1904, received its name from the initials of four pioneer families: Erickson, Larsen, Mortensen and Oviatt. The only services are a library and post office. The estimated population in 2003 was 372.

- 7 Mile 18.3 Mile 41.1** You are at the intersection of Center and Main streets in Cleveland. The road log turns at this point. Southbound travelers turn left (West) whilst those headed North should turn right (North). Cleveland was a farming community settled in 1884 over four miles from the nearest running water. An irrigation canal was constructed that, when finished, was 25 miles long. The community was named in honor of President Grover Cleveland. Cleveland features a post office, library, a nice little park with new playground equipment, and a small grocery/convenience store that also sells gas. The estimated population in 2003 was 510.

- 8 Mile 18.6 Mile 40.8** This is Cleveland's park. There is a historical marker here, and the post office is across the street from the park. Cleveland Rocks!



*Cleveland Rocks! Gateway to the quarry and a nice city park.*

- 9 Mile 23.0 Mile 36.4** Highway 155 intersects with Highway 10. Southbound, turn left (South); Northbound, turn right (East). Just to the West of this intersection is Huntington State Park. This park features a reservoir with a surface area of 250 acres and is 45' deep, which allows for water skiing, personal watercraft, wakeboarding or fishing.



Other amenities: 22 shady campsites, hot showers, and relaxing lakeside picnic tables. There are also three historical markers briefly describing the vanishing towns of Desert Lake/Victor, Hiawatha and Mohrland.



*Left: The Energy Industry and Extractive Mining co-exist with the stark beauty of Castle Country. Above, Right: Huntington State Park offers up a water lover's paradise with excellent reservoir activities and superb fishing opportunities.*



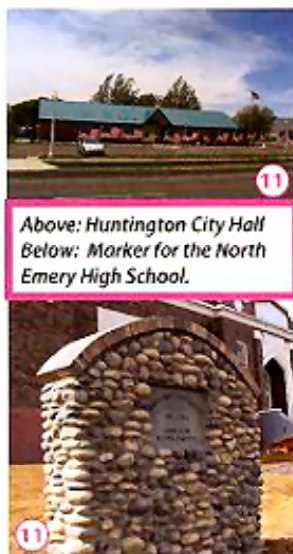




At the top of the Wasatch Plateau, two of the three roadways that make up Huntington/Eccles Canyon converge. The area has tremendous 360 degree views of mountain ranges and valleys in all directions, some as far as 100 miles away.  
© 1999, Energy Loop Scenic Byway Committee. Visit [www.byways.org](http://www.byways.org) for more information on this and Utah's many scenic byways. Photo by Michael Collier

Fairview Lakes. This route will also eventually intersect with the Skyline Drive, which is a breathtaking drive along the high spine of the Wasatch Plateau. Highway 31 will be detailed more thoroughly in a future edition of this publication.

- 11 Mile 25.5 Mile 33.9** You are in the center of Huntington, which is the most populous town in Emery County. In 2003 the population was estimated to be 2,087. The community, first settled in 1879, was named after Mormon explorer and frontiersman William Huntington. Just on the north side of Main Street is a large building that was, until the 1960s, North Emery High School. A historical marker is also present that recounts a little history about the Huntington meetinghouse. It was the first structure to be erected in Huntington, and was a 40'x60' building constructed with logs-the largest log building ever built in the county. It had rough plank floors, mud-chinked walls, and a dirt roof, with benches made from split logs. By 1890, the structure had been expanded and featured a shingled roof, plastered walls, and a new floor. The meetinghouse continued to serve Huntington as a social hall until it was consumed by fire in 1918.



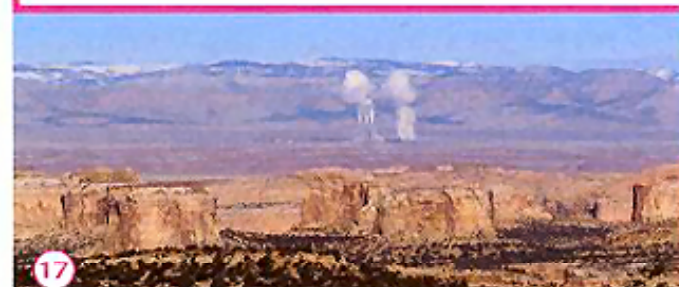
Above: Huntington City Hall  
Below: Marker for the North Emery High School.

The town of Huntington offers travelers nearly all necessary amenities, including food, gas, lodging and a library, post office and city park.

- 12 Mile 31.2 Mile 28.2** State Highway 29 branches off to the West, and will provide alternate access to the community of Orangeville and **Joe's Valley**.
- 13 Mile 33.1 Mile 27.3** The **Green River Cutoff Road**, providing access into the Northern San Rafael Swell and vicinity, heads East at this point.
- 14 Mile 34.3 Mile 26.1** The Emery County Rodeo and Fairgrounds are situated one block East of here.
- 15 Mile 34.6 Mile 25.8** You are in the center of Castle Dale, the county seat of Emery County. Originally intended to be named "Castle Vale", the first post office was mis-named Castle Dale in 1879, and the town has remained so ever since. Castle Dale's estimated population in 2003 was 1,618. Like Huntington, Castle Dale stands ready to provide most services to area visitors. The large structure is the Emery County Courthouse. All manner of county government services are available here. The historical monument commemorates the Wilberg coal mine disaster. In December 19, 1984 fire broke out and trapped 27 men and one woman. The fire raged for two days before rescuers were able to briefly reenter the section where the miners were trapped. Of the 28, only one survived. The small communities of Castle Country had lost 27 hard-working souls, a loss that still reverberates throughout the region. One block West of here is the excellent Museum of the San Rafael. The museum houses displays of dinosaur fossils, Native American artifacts, local



Above: Clockwise from top Left. Pioneer History Museum, Museum of the San Rafael, Emery County Courthouse and Memorial to the Wilberg Mine Disaster, and Castle Dale's Hospital in 1894 (Photo Courtesy Emery County Archives).  
Below: The Huntington Power Plant is visible from many places in the San Rafael and is testament to the economic life blood of Emery County and Castle Country.



works of art, thousands of tastefully displayed arrowheads and much more. In addition, the museum houses a visitor information center and features books of local interest for sale. Just across the street from the Museum of the San Rafael is the Pioneer History Museum, located upstairs in the Castle Dale City Hall. The museum features pioneer-era artifacts in historically accurate dioramas. It affords visitors a fascinating glimpse into the lives of Castle Country's hardy pioneer settlers.

- 16 Mile 34.7 Mile 25.7** This intersection, at the corner of Main and Center, is the location of one of the first two story buildings built in Castle Dale, an adobe and wood structure constructed in 1887. This intersection is also the preferred starting point for the **Joe's Valley** route.
- 17 Mile 37.3 Mile 23.1** The massive coal-fired Hunter Power Plant is just East of here. This landmark is easily visible from many miles away, and is an extremely important component of Castle Country's energy industry. As of 2006, this is the largest power plant in the state, generating 1,472 megawatts and consuming approximately 14,000 tons of coal per day.
- 18 Mile 41.6 Mile 18.8** The community of Clawson is just East of Highway 10, which originally ran through this small town. Originally, a settlement was located two miles farther East of Clawson. This earlier community, sometimes referred to as Kingsville or Poverty Flat, was abandoned due to the soil becoming too alkaline to grow crops. In 1902, a LDS Bishop from Ferron was instructed to assist settlers in selecting a new townsite. A local story relates how an essential clip on the Bishop's buggy broke. He repaired the clip, but as soon as he restarted his trip another clip broke. The Bishop then stated: "This is proof enough for me. This is the right place", which echoed Brigham Young's statement in 1847. The town of Clawson has been situated here ever since. Clawson was named in honor of LDS apostle Rudger Clawson. The population in 2003 was estimated at 157. There is a post office here, but no other services.



- 19 Mile 45.6 Mile 14.8** You are now in the tidy community of Ferron. The first settlers arrived here in November 1877 and constructed crude dugouts along the banks of Ferron Creek. The first white child born in Castle Valley occurred here a year later, in November 1878. Two years later, concerns that this first settlement would turn swampy led to the decision to relocate to the present location—an area so densely covered with prickly pear cactus that “no dog or horse could be forced to go through them”. In 1882, the first brick in Emery County was manufactured here. This may seem insignificant now, but in the development of these far-flung and primitive communities manufacturing your own bricks was a major milestone. Ferron offers groceries, restaurants, fuel, and well-appointed lodging, as well as a post office and library. The estimated population in 2003 was 1,576 and was named after Ferron Creek, which in turn was named after A.D. Ferron, a surveyor.

- 20 Mile 46 Mile 14.4** At this intersection, a road to the West leads you, after a four mile drive, to Millsite State Park, which sits like a glittering jewel set beneath 2,000 ft cliffs. Featuring a uniquely situated nine hole golf course, a 435 acre reservoir, boating, fishing, swimming, 20 campsites, and 10 tent-only sites, Millsite offers a welcome respite from the heat of Summer. Other amenities offered: Picnicking, group pavilions, modern restrooms, showers, and an RV dump.

- 21 Mile 51 Mile 9.4** Just South of milepost 22, the **Moore Cutoff Road** is to the East of Highway 10. This route, detailed elsewhere in this publication, is fairly scenic and provides access to **Interstate 70**.

- 22 Mile 56.6 Mile 3.8** The road to the East provides an alternate start to the **Moore Cutoff Road**, and you also may access the **Rochester Creek rock art panel** after a short drive.



*Left: Ferron's Daughters of the Utah Pioneers Historical Marker. There are numerous markers throughout the Communities of Castle Country. They commemorate the strong pioneer spirit of Utah's Pioneers who followed their faith and tamed an inhospitable land. Many of the stories related on these markers can be further researched at the Emery County Archives, local libraries and the book by Edward Geary, "The History of Emery County," which is available for purchase at the Museum of the San Rafael. Right, Below: Millsite State Park is home to a great golf course, and hosts several tournaments each season. The reservoir is also open for water activities and fishing. The Millsite Restaurant is open seasonally, Tuesdays-Saturday from 10 a.m.-2 p.m.*





**Mile 57.4 Mile 3.0** A historical marker to the West of here concerns the history of "The Tunnel Builders". Unfortunately, the marker doesn't have enough space to give a comprehensive account of this massive endeavor, but this publication will attempt to flesh out the history a little more thoroughly.

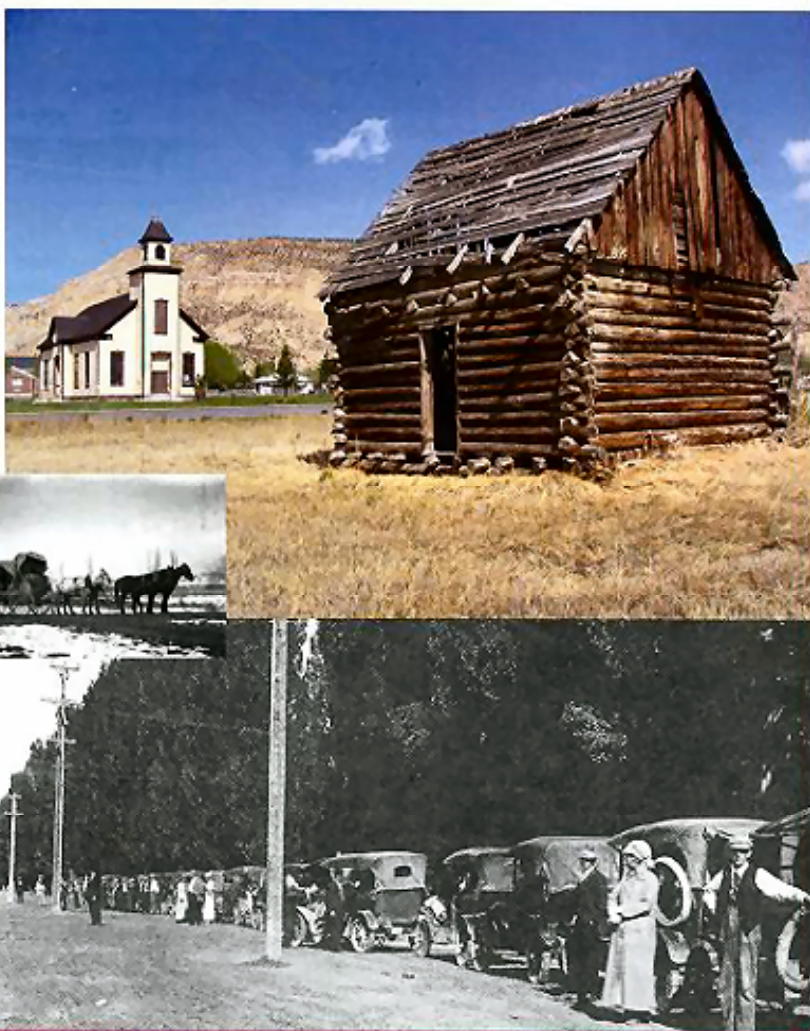
In 1885, settlers were attracted to the land the town of Emery now occupies. However, there was not enough any water for even drinking, let alone farming. In order to provide water, a canal four miles long would have to be constructed along the base of the mountains. The largest obstacle in the canal's path is a large shale hill. To go around the hill would lengthen the canal by two miles, but more critically, it would bring the water to a lower bench level, thus reducing the amount of land that could be irrigated. It was decided to build a tunnel through the hill, which also required a dam to be built across a ravine in order to deliver water to the tunnel.

To quote Edward Geary, author of "The History of Emery County" (which has been an invaluable asset in the creation of this road log): "The building of the Emery Tunnel required both ingenuity and tenacity. Existing in a subsistence economy, with no capital to speak of, no trained engineers, nothing but the most rudimentary tools, the settlers labored for two years to complete the tunnel... They calculated the proper fall with a homemade water level and sighted over lighted candles to keep the tunnel correctly aligned. To expedite the work, they sank a shaft in the center of the hill so they could work from four ends at the same time. When the various segments met, they were almost perfectly aligned." When the water was finally introduced into the tunnel in 1888, the settlers were immediately confronted by a new problem: The shale the tunnel was bored through, ordinarily hard and tightly compacted, softens and begins to crumble when exposed to air. Repeatedly, rockfalls blocked the tunnel. It was decided to timber the sides and top the entire length of the tunnel, which required several more months to complete. Unfortunately, the rocks continued to tumble, except now they also broke the timbers. The newly timbered sides of the tunnel made clearing each rockfall more difficult as there was no longer any room to push the rocks to the side, making it necessary to carry the rocks all the way to the end of the tunnel. One giant rockfall in the center of the tunnel filled the upper end of the tunnel with mud three feet deep. This required six weeks just to remove. After much debate, it was decided to remove the timbers, and then they converted the lower half of the tunnel to an open cut, effectively halving the tunnel's length. This undertaking required almost an additional year to complete.

As the community was holding a celebration for the completion of this project, they were interrupted by a loud roar, signifying the collapse of the dam across the ravine. This, of course, left the tunnel high and dry. The settlers responded by picking up their shovels and picks, then constructing a new canal above the ravine. The newly shortened tunnel was easier to keep clear. The tunnel continued to serve the community of Emery for some 75 years before being replaced by an open cut constructed with heavy equipment.

**Mile 60.2 Mile .2** This is the Northern end of Emery town. Just to the South of Mile Marker 13 is South 300 East. Going down that road, which is paved the entire way, will take you through Miller Canyon and on to I-70.

**Mile 60.4 Mile 0** You are in the center of Emery town, at a traveler information kiosk. 100 yards farther South on Main Street are memorials to every Emery County serviceperson who made the



*Top: Emery Town's first Church is a beautiful old wooden church. Middle: The Stage Coach made regular trips that ran from Price to Emery. Photo from 1912. The Auto Club in 1913 on an excursion from Price to Emery. An Early advertisement says "the call of the open road is ever present in the heart of a motor car owner, for he wouldn't be a motor car owner if this weren't true." Photos courtesy of the Emery County Archives.*

ultimate sacrifice as well as every Emery town citizen who served their country, including such conflicts as Grenada, Panama, Desert Storm and other better known conflicts.

Emery town was founded by the same hardy and industrious settlers that completed the canal and tunnel. The town actually had residents four years before the arrival of water, with the town being platted in 1884. In the 1890s, Emery town was the wealthiest town, per capita, in Emery County. This was primarily due to the large number of livestock owned by residents. Work commenced on a wood-framed LDS church in 1898, and the well-preserved structure still stands. This is the oldest church remaining in Emery County, and the only major public building dating back to pre-1900. It is far from the only old structure in Emery, however—a short drive through town reveals an amazing number of wooden structures from the 1880s and 1890s, including rough-hewn log cabins.

Emery, both the town and the county, was named after George Emery, the former Governor of the Utah territory. The town has a post office, library, gas station and towing service. The estimated population in 2003 was 302.

As Emery is the Southern most community on Highway 10, this is the ending point for the road log. Continuing South for just under 13 miles will take you to **Interstate 70**. Alternatively, you may take the **Miller Canyon Road** (discussed in this publication) for a more interesting and scenic drive



## Joe's Valley

This route will take you on a scenic drive from Castle Dale, near Orangeville, and up a narrow canyon, terminating amid whispering Ponderosa pines and shimmering Aspens surrounding the sparkling 1,100 acre Joe's Valley Reservoir. Located high above the desert heat at 6,990 feet, the reservoir offers swimming, boating, trout fishing, a boat ramp and a large 48-space campground. The immediate vicinity also is also an excellent hotspot for world-class boulder climbing ("Bouldering"). Bouldering enthusiasts come from throughout North America and around the globe to challenge themselves right here in Utah's Castle Country.

- 1 Mile 0** The start of this road log leaves Main Street and heads North on Center Street.
- 2 Mile 1.1** Just after you pass Emery High School, Center Street intersects with Utah Highway 29. Turn left (West) on Highway 29.
- 3 Mile 3** This is the junction of Highway 29 and Main Street in Orangeville. To reach Joe's Valley, turn right (North) on Main. The main portion of Orangeville is a very short distance to the South on Main Street.

The first settlers in what would become Orangeville and Castle Dale arrived here in 1877, making these two communities the oldest in Castle Country. The town of Orangeville was platted in 1880, but was originally known as "Upper Castle Dale" while Castle Dale was "Lower Castle Dale" until 1882. In that year, Upper Castle Dale was renamed Orangeville in honor of one of the principal settlers and organizers, Orange Seely. However, Orange Seely lived in Lower Castle Dale and the post office, which served both communities, was located in Upper Castle Dale. Orangeville offers the traveler gas, groceries, library and a post office. The estimated population in 2003 was 1,349.

Over the next 13.4 miles, the route will gradually climb in elevation, and the vegetation will change from desert to a mixed Ponderosa Pine/Aspen forest community.

- 4 Mile 11.1** The road to the right leads up Cottonwood Canyon and to Indian Creek campground.
- 5 Mile 11.8** You have entered Manti-LaSal National Forest. As you continue up canyon, there will be several opportunities

for anglers to try their luck trout fishing in the turbulent waters of Cottonwood Creek.

- 6 Mile 12.9** You are at an historical monument memorializing early coal production in general and the Oliphant and Black Diamond Coal mines in particular.
- 7 Mile 16.4** You are now at an earthen dam, which holds back the waters of Joe's Valley Reservoir at an elevation of 6,990 feet. Ground was broken in 1962, and the dam was dedicated in 1966. Besides the obvious recreational uses, the reservoir has the critical function of providing enough water to serve the communities and farms of Western Emery County during the many droughts that afflict the region.
- 8 Mile 19.1** At this intersection, another road heads east up Miller Flat past several small lakes, eventually joining with Utah Highway 31, which is a portion of the Huntington-Eccles National Scenic Byway.
- 9 Mile 19.5** This parking lot provides ATV enthusiasts with easy access to the Arapeen ATV trail network. For more information and maps on the Arapeen trails, please contact area information centers or visit [www.arapeenatv.com](http://www.arapeenatv.com).
- 10 Mile 21** At this junction, a road heads to the left from Highway 29 towards the campground and boat ramp. If you continue straight, the road becomes a well-maintained dirt road. To follow this road log, turn left.
- 11 Mile 21.6** You have arrived at the rustic campground, boat ramp and the end of this road log at Joe's Valley Reservoir. Enjoy the shade, and have a pleasant swim!



*Top: Joe's Valley Reservoir and Campground provide a welcome retreat from the desert heat  
Above: The Scenic drive follows along an adjacent trout stream.  
Below: An ore cart at the Oliphant and Black Diamond Mining Memorial.  
Bottom: Joe's Valley offers ready access to the Arapeen trail and plenty of camping and parking to accommodate large family outings.  
Lower Right: The clear cold waters of Joe's Valley Reservoir provide excellent fishing opportunities.*





## Other Recreation Opportunities

There are over 600,000 acres for your feet and over 2,000 miles of roads open to motorized travel for you to explore in the San Rafael Swell. This publication lightly touches on only 295 miles of the easiest roads.

**1-Motorized:** Several hundred additional miles, appropriate for passenger cars, are not covered in this publication. Many more roads are suitable for a high-clearance two-wheel drive vehicle and others are fit for stock 4x4 SUVs and others still challenge "rock crawler" 4x4s. Dedicated two-track, designated for motorcycles and bicycles cross miles of stunning scenery. Touring the San Rafael upon ATVs offers trails from mild to wild. Those interested in ATV trails are advised to read the sidebar on ATVs or to contact High Velocity Sports in Huntington (435-687-7678), Gilley's Inn in Ferron, the Arapeen Jamboree at [www.arapeenatvjamb.org](http://www.arapeenatvjamb.org), the Castle Country Off Highway Vehicle Association ([www.ccohva.org](http://www.ccohva.org)), or contact the Emery Travel Bureau via the internet [www.sanrafaelcastlecountry.com](http://www.sanrafaelcastlecountry.com).

**2-Mechanized:** The San Rafael continues to increase in popularity with mountain bikers. While most of the roads in the Swell are suitable for biking, some are superior to others. For information on biking hot spots (from easy, level and smooth roads to gnarly and technically challenging slickrock), read the sidebar on biking or contact Danny Decker at Decker's Bicycle in Price, Utah (77 East Main St.; 435-637-0086).

**3-On legs, either yours or on a horse:** There are tens of thousands of acres of designated wilderness and wilderness study areas. This means there are plenty of opportunities to escape deep into the canyons, to the top of cliffs, and on the many isolated buttes and mesas in the San Rafael Swell where you will not hear a motor, save for the rare light plane. Steve Allen's book details 60+ hikes in the Swell ranging from short and sweet to long and strenuous, and everything in between. Obtain accurate topo maps before starting any hikes or pack trips in remote areas, and you let friends and/or family members know of your plans if you go hiking solo.

There are many other recreation opportunities awaiting you. Hundreds of campsites, both developed and primitive, await in breath-taking locations. The rock layers exposed in the Swell are an open textbook of Earth's history. Study a treasure trove of over 300 separate petroglyph and pictograph panels. Desert wildflowers blossom from April through June. Discover cowboys, outlaws, uranium mining, early railroads, the Old Spanish Trail, Mormon pioneers and many more nuggets of information. Photographers will run out of film (or space on their memory cards) before they run out of subjects. Pronghorn antelope, bighorn sheep, wild horses and wild burros, and other forms of wildlife delight the naturalist.

Come out and see it ALL for yourself!



Photo by L. Guymon, [www.biketheswell.org](http://www.biketheswell.org)

## FOR FURTHER INFORMATION:

Emery County East Visitor Information Center  
Located at the John Wesley Powell River History Museum  
885 East Main Street, Green River 435-564-3600

Emery County West Visitor Information Center  
Located in the Museum of the San Rafael  
96 North 100 East, Castledale 435-381-5252

Castle Country Regional Information Center  
Located in the College of Eastern Utah's Museum  
155 East Main Street, Price 435-637-5060



*The San Rafael Reef has dozens of tight canyons to explore.*

## RECOMMENDED READING -

(available at our museums)

Utah's Scenic San Rafael 2001, by Mark H. Williams  
ISBN: 9-781891-858378

Written by the organizer of the Arapeen ATV Jamboree.

The author uses this guide book of the San Rafael to take you to many special places of interest. He takes you to old copper and uranium mines, tells you of the riches and heartbreaks the prospectors had, all while giving some history of the area. There is a map for each trip or loop to assist the novice in getting around to see some of the most beautiful scenery in the world.  
[www.arapeenatvjamb.org](http://www.arapeenatvjamb.org)



Canyoneering the San Rafael Swell, by Steve Allen  
ISBN: 0-87480-372-1

This book details over 60 different hikes in and near the Swell, from easy 1 hour strolls to multiday backpacking trips and technical canyoneering. No avid explorer of the Swell should be without this one.

Hiking and Exploring Utah's San Rafael Swell, by Michael Kelsey  
ISBN: 0-94451-017-5

In addition to detailed hikes with simple maps, the author includes detailed sections on the area's history and geology.

## MAPS:

Benchmark Maps - Utah Recreation Atlas, 3rd Edition  
ISBN: Pending

This fine atlas provides detailed maps covering the entire state of Utah. Their maps on the San Rafael Swell were used with generous permission in this publication. This atlas will provide invaluable in helping you visit Emery County and the rest of the beautiful state of Utah.

National Geographic/ Trails Illustrated Topo Map of the San Rafael Swell  
ISBN: 925-87388-8

Waterproof and tear resistant. Highly Detailed. Currently the premier large scale map of the Swell.

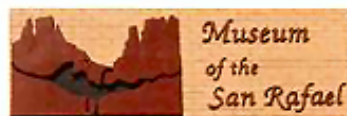
7.5 Minute maps are available from the Bureau of Land Management  
125 South 600 West, Price, Utah 435-636-3600



# VISIT THE MUSEUMS



The Museum of the San Rafael  
96 North 100 East  
Castle Dale, Utah  
435-381-5252  
Hours: Monday through Friday, 10-4;  
Saturday, 12-4. Closed Sunday.



Located one block off of Main Street, The Museum of the San Rafael is one of America's premier small museums. The museum features dioramas of many of the Swell's wild denizens in lifelike poses, hundreds of Native American artifacts tastefully displayed, area rocks and minerals that fluoresce in an ultraviolet room, a stunning and unique depiction of the geologic layers that comprise the Swell, numerous dinosaur foot impressions preserved in coal, reconstructed dinosaur skeletons, a cast of a Tyrannosaurus skull, and much more. The museum also has a staffed visitor information center, and a swell little gift shop.



Emery County Pioneer Museum  
64 East 100 North  
Castle Dale, Utah  
435-381-5154  
Hours: Monday through Friday, 10-4;  
Saturday, 12-4.  
Closed Sunday.

This museum, occupying the second floor of the historic Castle Dale City Hall, houses a large collection of pioneer artifacts including furniture, clothes, a handcart, kitchen wares, tools, schoolhouse items and much more. There are also several large colorful murals, an area devoted to Castle Country's colorful outlaws such as Butch Cassidy, and a large pioneer table where you can sit and read the collected memories and stories of Castle Country's pioneer settlers. Also on display: A wedding cake that, in 2006, will be 100 years old. Yes, you read that correctly.





# OF CASTLE COUNTRY



The John Wesley Powell River History Museum  
885 East Main  
Green River, Utah  
Hours, April through October: 8 AM to 8 PM,  
seven days a week.  
November through March: 9-4, closed  
Sundays and Mondays.



This museum, located on the Eastern bank of the rugged Green River, pays special tribute to Major John Wesley Powell, although other

exhibits are present.

Major Powell was in charge of the last great exploration in the continental US-The 1869 voyage of discovery through the uncharted canyons and raging rapids of the Green and Colorado rivers, culminated by a harrowing and deadly float through the Grand Canyon. Prior to his exploration, the great canyons of Utah and Arizona were a mysterious and unknown land. Other displays pay tribute to some of the other achievements of this great man, such as geologist and ethnologist.

Visitors will also find exhibits about other early explorers, mountain men, and river runners, a scale model of the Henry Mountains, failed steamboats, and more. Art buffs will enjoy visiting the large art gallery, full of paintings and sculptures created by some of the region's artisans. Inside the large "River experience Theater", you can enjoy an exciting, newly produced High-Definition documentary about Major Powell's amazing expedition.

The gift shop has a varied and interesting selection of items, and the selection of books and maps dedicated to various aspects of the Colorado Plateau will impress. This museum also boasts the staffed Green River Information Center, which is fully stocked with travel brochures from around the region.





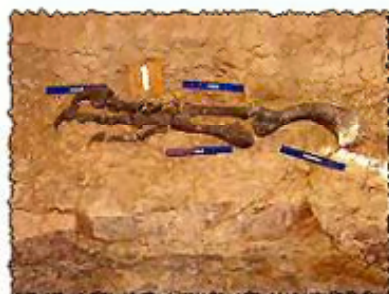
# VISIT THE MUSEUMS



Cleveland-Lloyd Dinosaur Quarry  
At the end of a long gravel road (see map)  
435-636-3600

**Hours:**

Early March thru Memorial Day:  
Weekends only, Friday, Saturday, 10 - 5  
Sunday, Noon - 5.  
Memorial Day thru Labor Day:  
Daily Mon - Sat 10 - 5,  
Sunday, Noon - 5.  
September and October:  
Weekends only, Friday, Saturday, 10 - 5,  
Sunday, Noon - 5.



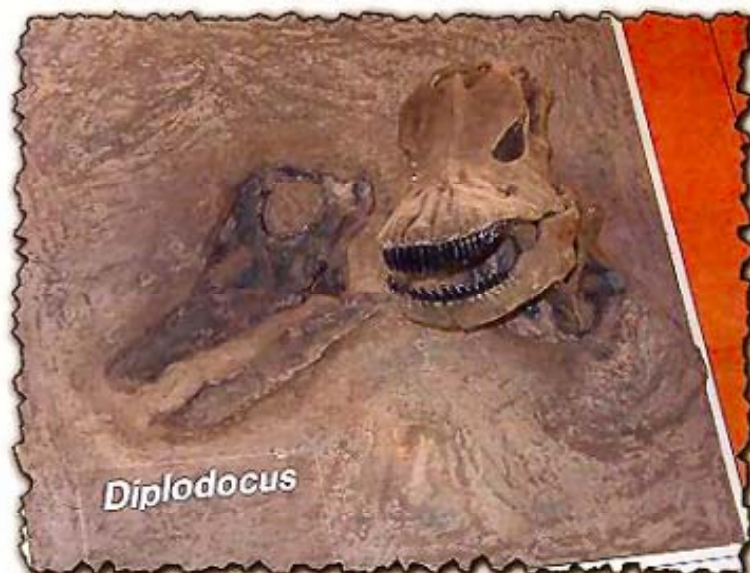
The Cleveland-Lloyd Quarry, administered, staffed and operated by the Bureau of Land Management is a designated National Natural Landmark and is one of paleontology's great discoveries. This is the only known dinosaur "predator trap", and the sheer density of Jurassic bones found here is unmatched anywhere, making this the most productive quarry in the world. There have been over 18,000 bones excavated so far, with thousands more yet to be recovered. Bones from over 70 different dinosaurs have been excavated, with over 65% percent of them belonging to *Allosaurus*, a top predator of the Jurassic. Due to the large number of *Allosaurus* found here, this species is the official Utah State Fossil, and also one of the best understood of all the different dinosaur species. Display models cast from skeletons excavated here adorn nearly 70 museums worldwide.

Visitors can view fossils still embedded in the ground, take a Ranger-led hike to dinosaur footprints and tracks, walk the "Rock Walk" (a leisurely 1.5 mile interpretive footpath through geologic time), or hike the 1.25 mile "Raptor Point", which leads to a grand overlook of the quarry. You will also enjoy the visitor information center, with its many exhibits of specimens (including bones you can touch and heft) and staffed with friendly and very knowledgeable people.



## The Dinosaur Diamond

The Dinosaur Diamond is a 512 mile long designated scenic byway that forms a large diamond shaped loop through Eastern Utah and Western Colorado. The byway offers a unique opportunity for visitors to visit fossil sites in their natural settings and to learn more at local museums. Castle Country is proud to have no less than 6 featured stops on this wonderful route: The College of Eastern Utah Prehistoric Museum, Museum of the San Rafael, Buckhorn Wash, Cleveland-Lloyd Dinosaur Quarry, Nine Mile Canyon (near Wellington, Utah), and the John Wesley Powell River History Museum. Motorists who drive this route will find fossils, dinosaur footprints, quarries, and phenomenal scenery around nearly every bend in the road. For more information, visit one of Castle Country's information centers, or visit [www.dinosaurdiamond.org](http://www.dinosaurdiamond.org).





# OF CASTLE COUNTRY



College of Eastern Utah Prehistoric Museum  
155 East Main  
Price, Utah  
435-613-5111 or 1-800-817-9949  
Hours: Daily 9-6, closed Sundays and holidays.

## A must-see!

This large two-story museum in Price is operated by the College of Eastern Utah (CEU). CEU's paleontology department is respected worldwide, and operates over 50 quarries in the region. New discoveries are made each year! Many actual fossils—not reproductions—are on display, including some specimens that you will not find in any other museum on the earth.

The museum has two separate halls –The Hall of Dinosaurs and the Hall of Archaeology. The Hall of Dinosaurs features multiple reconstructed fossil skeletons, including Utahraptor, Camarasaurus, Chasmosaurus, Camptosaurus, Allosaurus, and a Gastonia Burgei. Gastonia is a species related to Ankylosaurs— an herbivore, low to the ground, bigger than a bull, and heavily armored. This odd beast was discovered by CEU paleontologists, and named after museum director Don Burge. Other attractions feature local geology, and a "Dino Discovery" learning area will invite your children to unearth their own fossils.

The hall of archaeology features Native American rock art, artifacts, life-size dioramas depicting native's daily life, and how they survived during the ice ages. The hall also features the massive reconstructed skeletons of a Giant Sloth and a Columbian Mammoth. The mammoth skeleton is a cast made from the bones of a Columbian Mammoth unearthed at 9,000 foot elevation, in the mountainous area of West Castle Country.







**4** Temple Tower  
North Temple Wash