

Passport to Visiting Williams Ranger District Living History:

- Visit Keyhole Sink 1,000 Year Old Petroglyphs.
- Get Your Kicks on Route 66: Hiking, Mountain Biking and Driving Tours.
- Hike to Historic Laws Spring and the Beale Wagon Road.
- Visit An Historic Railroad Logging and Mining Camp at Dow Springs.
- Take Scenic Drive to Historic Civilian Conservation Corps Camp.
- Visit the Reconstructed 1,000 Year Old Cohonina Dwelling at Historic Camp Clover Ranger Station.
- Hike up to the Historic 1912 Kendrick Mountain Lookout Cabin.
- Rent a Cabin at Historic 1917 Spring Valley Ranger Station.

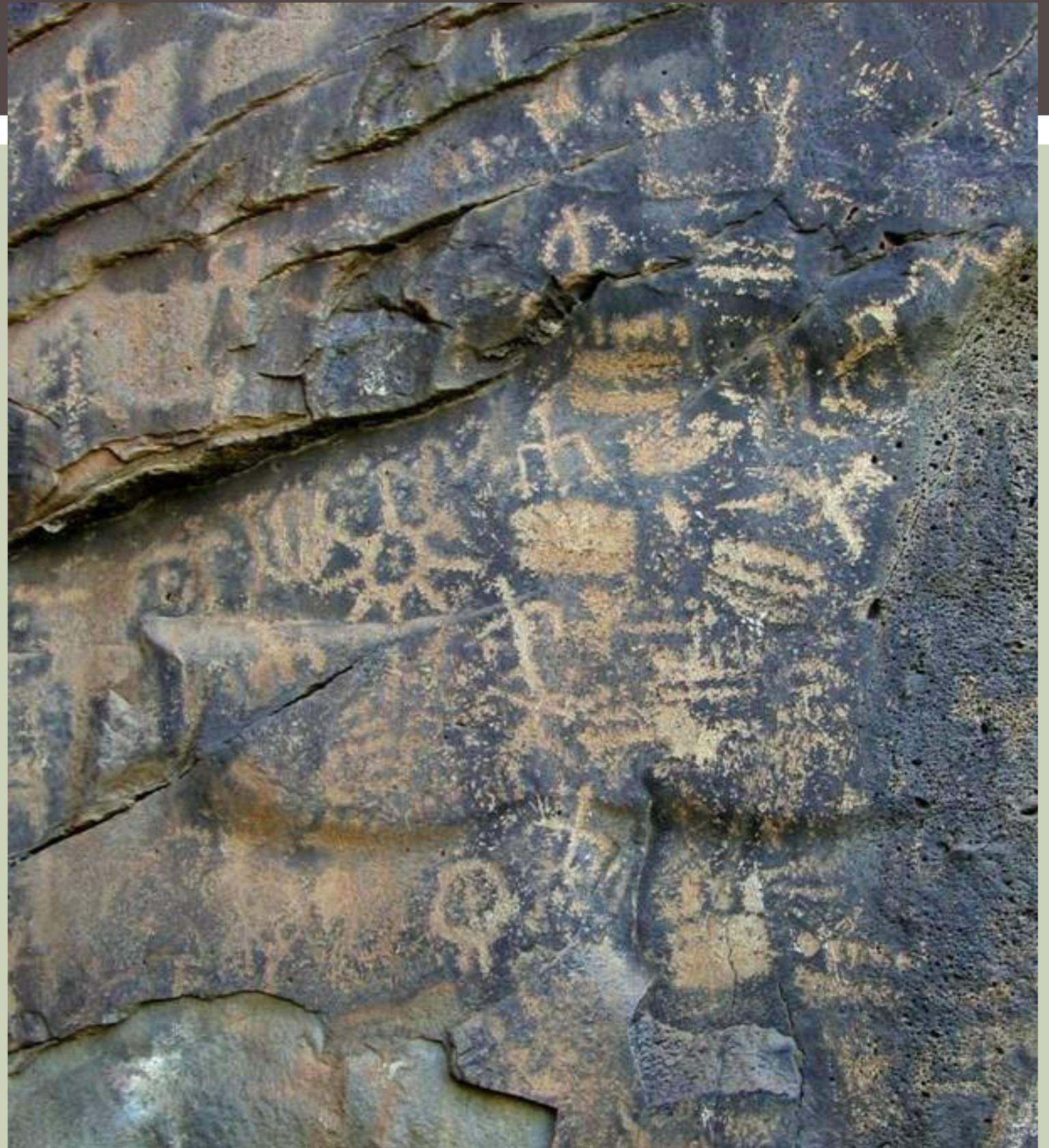
VISITING SPECIAL PLACES

Archaeological and historic sites are important, fragile, and non-renewable resources meant to be protected for scientific study and for the public to enjoy. When visiting these places, please take only pictures and leave only footprints. If you find artifacts such as bottles, pieces of pottery, obsidian, arrowheads, cans, bottles, railroad ties, etc, please leave them in place. Every artifact can be an important piece of history. If you visit a rock art site, please do not touch the paintings or etchings. Oils from your fingers can deteriorate such sites.

Damaging or disturbing archaeological materials is punishable under the Archaeological Resource Protection Act of 1979 and fines can include prison time and up to \$200,000. By following these simple guidelines, you help preserve these unique and fragile remnants of OUR American heritage. Thanks for your cooperation, and we hope you enjoy your visit.

HIKE TO KEYHOLE SINK PETROGLYPHS

Take a 0.6 mile hike to visit Keyhole Sink Petroglyphs where more than 1,000 years ago Native Americans pecked images on the ancient lava flow. There is often water at the base of the petroglyphs and in the Spring, snow melt periodically creates a picturesque waterfall.





On Saturdays in March during Arizona State Park's Archaeology Month, Kaibab National Forest archaeologists lead free interpretive hikes to Keyhole Sink.



A seasonal waterfall often runs during the guided Archaeology Month hikes.



One very difficult to see petroglyph panel depicts a hunting scene that played out in the box canyon more than 1,000 years ago. It takes a keen eye on a cloudy day to spot the keyhole shaped design that probably shows deer or other animals heading towards the water hole.



When visiting Keyhole Sink, you can walk up close to the petroglyphs, but please do not touch. The oils from your fingers can damage these fragile and mysterious messages from the past. Remember, so that others may enjoy, take only pictures, leave only footprints.

VIRTUAL HIKE TO KEYHOLE SINK PETROGLYPHS



Click on the “photosphere” to take a virtual visit to Keyhole Sink.

KEYHOLE SINK DIRECTIONS

Access: From Williams, take I-40 east to the Pitman Valley exit #171. Turn left and cross over the Interstate. Proceed east (right) on Historic Route 66 for about 2 miles to the Oak Hill Snowplay Area. The trail begins across Rt. 66, on the north side of the road. Please park in the lot provided. From Flagstaff, take the Parks exit #178. Turn right (north) and then turn left (west) onto Historic Route 66. Drive west for about 4 miles to the trailhead.

Travel Time: About 20 minutes from Williams to the trailhead.

Road Conditions: Paved all the way to Oak Hill Snowplay Area.

GET YOUR KAIBAB KICKS ON ROUTE 66



History

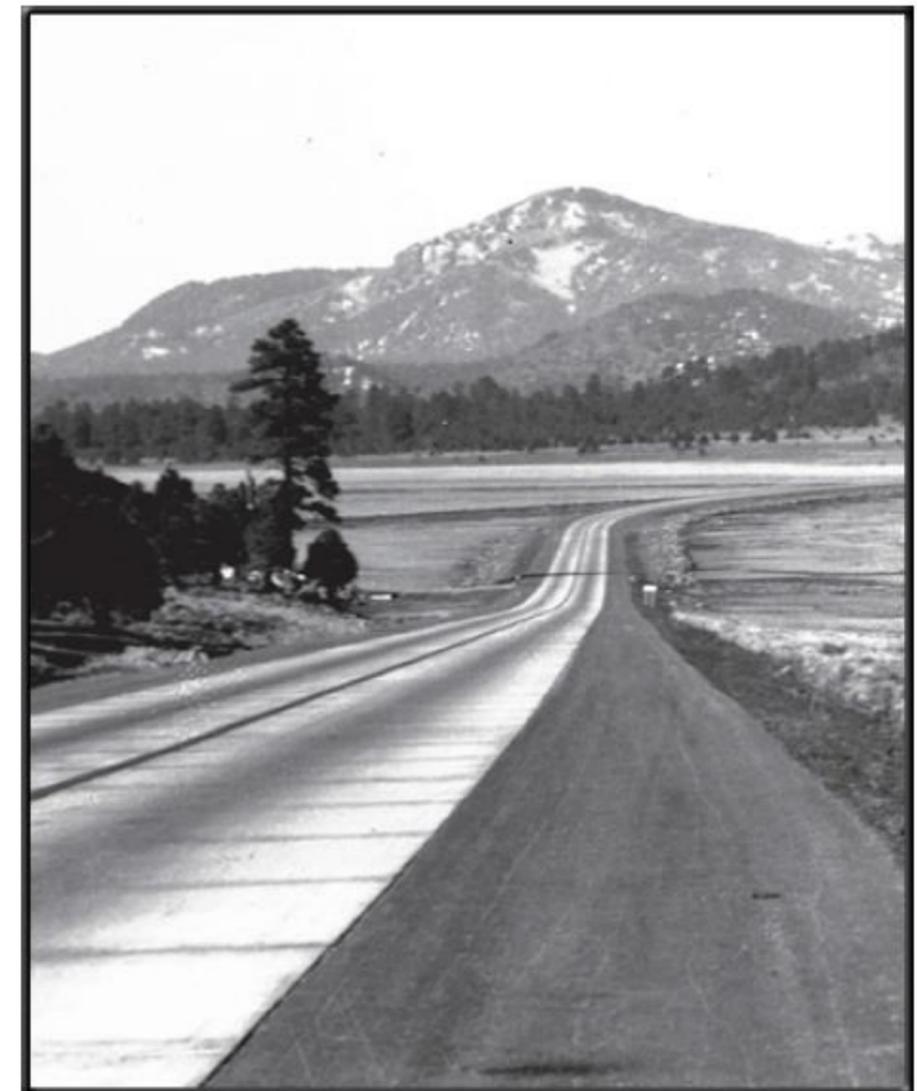
Route 66 wound across scenery most Americans only saw on the pages of magazines. Stretching 2,448 miles, the road was a highway to the American dream of hope, adventure, and freedom. In the 1920s, pioneer motorists found excitement on the road in their “tin lizzies.” During the Great Depression, Route 66 carried Dust Bowl refugees west in search of a better life. During World War II, it served the military to carry soldiers and supplies. After the war, the highway became a pathway of promise for millions of people heading west for a new life, or a once in a lifetime vacation.

All this started at the beginning of the century. Model T motorists, forced to follow muddy wagon trails from town to town, as they bounced their way west, organized and lobbied for better roads. The Old Trails Highway was built in the early 1920s along the course of the Santa Fe Railroad.

Designated Route 66 in 1926, this first, unpaved road was rough, narrow, twisting, and steep, but it opened the doors to the scenic Southwest.

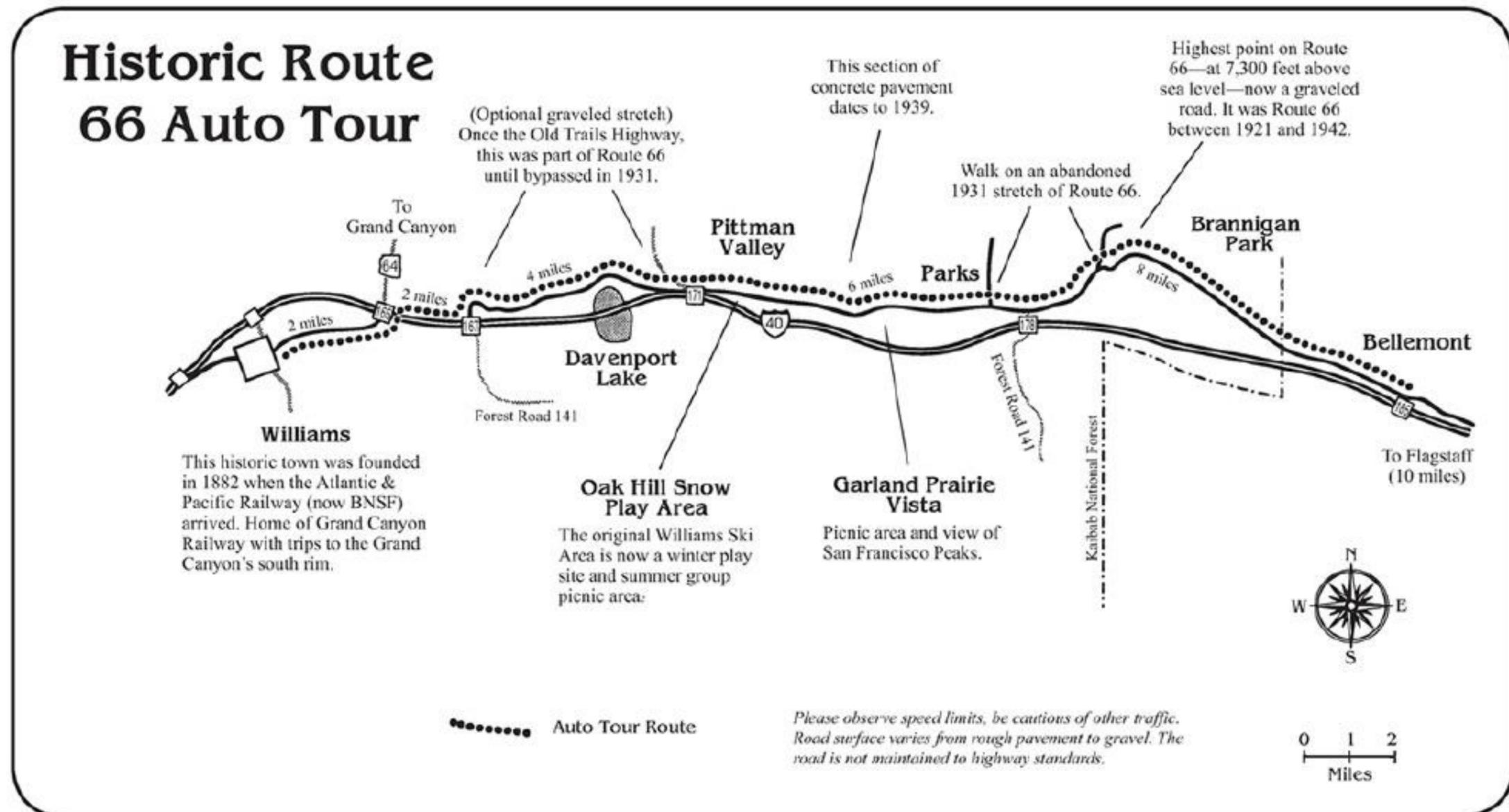
Americans took to the open road in record numbers during the 1920s, overloading the nation’s highways. Federal funding for road building increased in the 1930s, fueled by the ever growing demand for better roads and the need to put the unemployed to work during the Great Depression. A new, more modern Route 66 was finally built. In 1938, Route 66 became the first completely paved cross-country highway in the United States. Its straighter and wider travelway, better visibility, and gentler grades attracted even more travelers.

This road became America's Main Street, its most famous highway. It was celebrated in song, in books, and with its own television program. But the success of Route 66 would become its downfall. Despite improvements and realignments in the 1940s and 1950s, traffic finally overwhelmed the highway. Its replacement, Interstate 40, was begun in 1956. The last stretch of Route 66, in Williams, was bypassed in 1984. Still, the legend of America’s Main Street lives on. Several sections of old Route 66, including this tour, are now listed on the National Register of Historic Places.



The tour winds through beautiful scenery toward Bill Williams Mountain. Interstate 40 now covers this section of Route 66 at Davenport Lake.

DRIVE THE AUTO TOUR



Length: 22 miles one way, Williams to Bellemont

Driving Time: 45 minutes, one way

Road Conditions: Paved and gravel surfaces

Recommended Season: Yearlong; however, check locally about winter driving conditions.

ROUTE 66: BETWEEN PITTMAN VALLEY AND PARKS



One of the prettiest sections where you can drive on original Route 66 pavement is located on the high point between Pittman Valley and Parks. Click the photo above for a virtual visit.

ROUTE 66: PITTMAN VALLEY

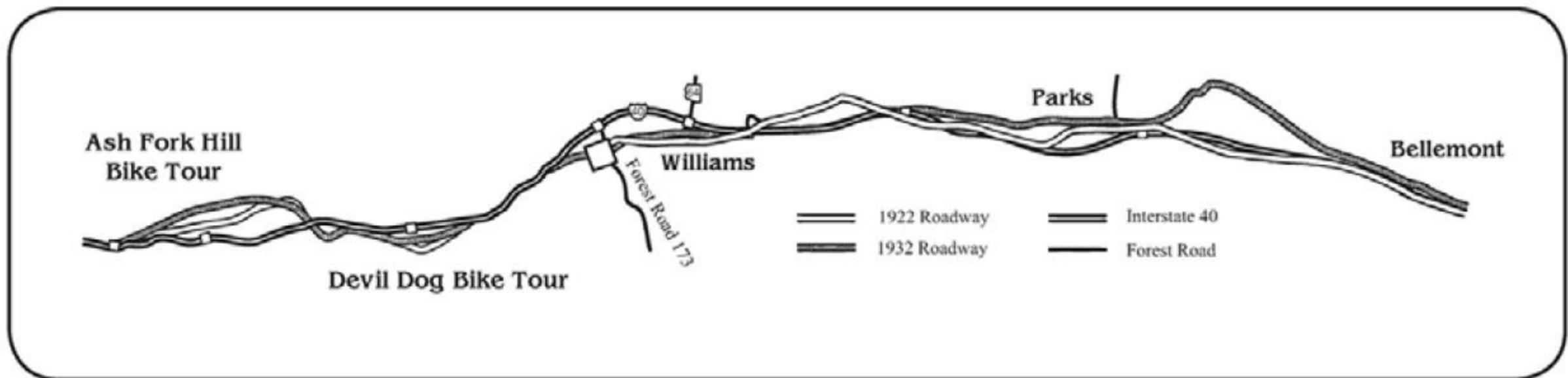


ROUTE 66 AUTO TOUR

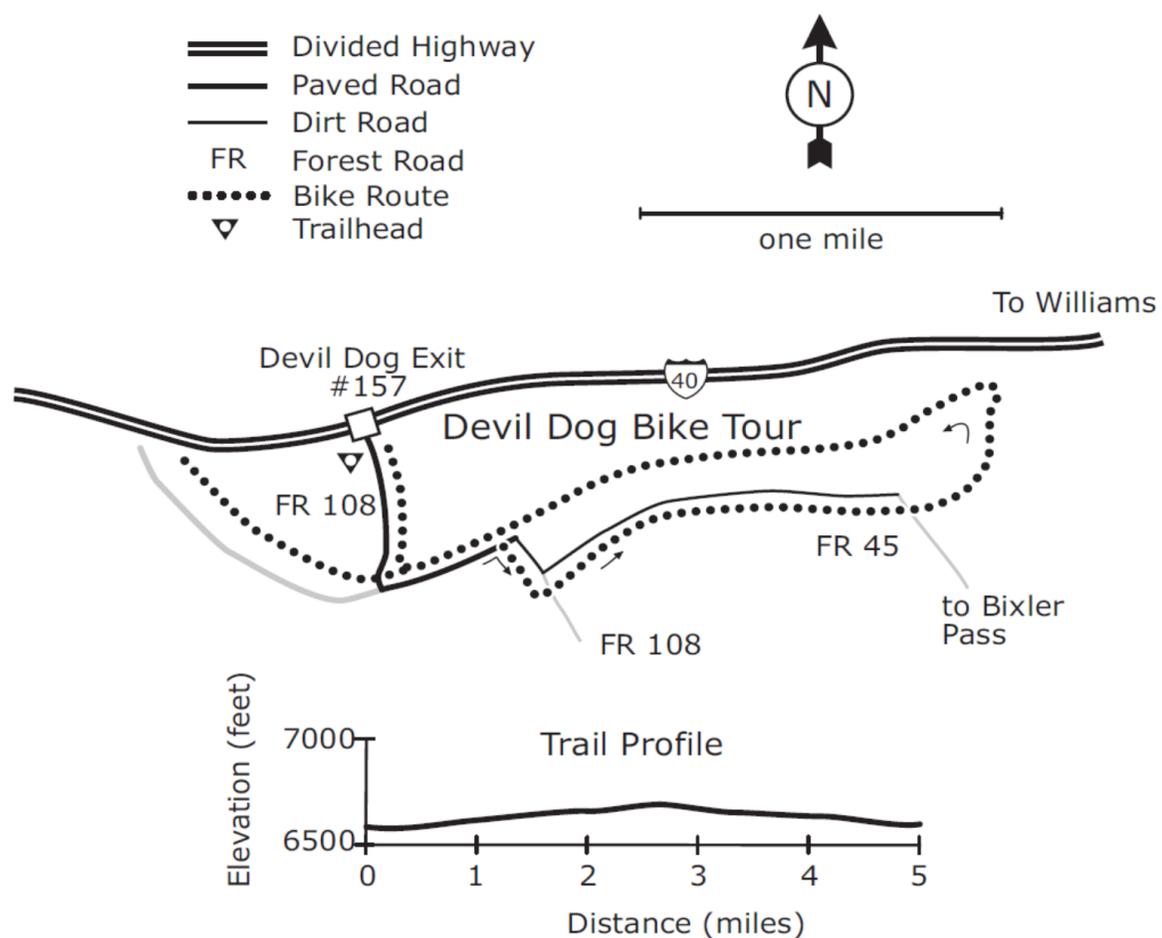
The Route 66 Auto Tour is part of an ongoing effort to make places of historic interest available for you to enjoy on your national forest, truly a land of many uses. While you're enjoying this ride into the past, don't forget to notice the present. Watch for evidence of stock grazing, timber sales and reforestation, hunters, woodcutters, hikers, and bikers. All are here just as you, to make use of some feature of this diverse and productive land.

You can do your part to take care of your national forest by keeping it free of litter. Remember to leave historic sites, artifacts, and all cultural remains untouched so that others may enjoy them as you have.

ROUTE 66 ALIGNMENTS



MOUNTAIN BIKING ON ROUTE 66



Directions: Drive 6 miles out of Williams on I-40 west to the Devil Dog Road exit #157 (FR 108). Leave the highway here and park in the turnout just south of the interchange where an interpretive sign marks the beginning of the ride. These roads are suitable for passenger vehicle travel.

The Devil Dog Loop starts out on FR 108 and turns almost immediately onto the unpaved 1922 alignment of Route 66 (now FR 45). At 0.7 miles into the ride, FR 45 branches off to the south for a strenuous climb to Bixler Saddle and some great views. Otherwise, the 1922 alignment continues through the forest to a turnaround at the half-way point. Return by way of the 1932 alignment of Route 66. The pavement was removed along this stretch, but you can still see bits and pieces of it along the way.

DIRECTIONS TO GET YOUR KICKS ON ROUTE 66



Williams, pictured here in 1938, still retains the spirit of early travel along Route 66.

Directions: Historic Route 66 can be accessed from Interstate 40 at several points. From Williams to Flagstaff, the tour takes an estimated 45 minutes. The most scenic section is between Pittman Valley and Bellemont.

Route 66 is not maintained to highway standards. Sections of the tour are on graveled roads. Please drive with care.

From Williams

Travel through Williams on Bill Williams Avenue (Route 66).

Take 1-40 east toward Flagstaff. Exit at Garland Prairie Road (Exit 167) for the optional tour on the graveled Old Trails Highway.

For the paved Route 66 tour, take the Pittman Valley Road Exit (171), drive north over the interstate, and turn right onto Route 66.

Continue on the roadway to the Parks in the Pines General Store, a popular stop.

Return to I-40 here or continue on a graveled road to Brannigan Park, which marks the end of the tour.

To rejoin I-40, follow the frontage road east.

EXPLORE BEALE WAGON ROAD HISTORY

Beale Wagon Road

In 1848, at the end of the Mexican-American War, the United States found itself the new owner of a virtually trackless wilderness on its southwestern corner. Eager to provide access to this region of rugged deserts, deep canyons, and rocky plateaus, Congress sent a number of expeditions to explore the area. In 1857, it commissioned the Southwest's first federally funded interstate road to be built through the heart of the new lands to California. The expedition sent to survey and construct that road was as unique as its appointed task.

A retired Navy lieutenant, Edward Fitzgerald Beale, was chosen to chart the road's course through hundreds of miles of desert. Twenty-two camels, fresh from the Middle East, were provided to carry supplies and tools for Beale and his crew of 50 men. The lieutenant found these "ships of the desert" surprisingly effective at packing heavy loads across the dry, rocky landscape, but his experiment failed in the eyes of muleskinners who considered the animals foul smelling, evil tempered, and ugly. The lieutenant's road building efforts, however, proved much more successful.

By modern standards, Beale's road was modest, to say the least. In most places it amounted to no more than a 10-foot-wide track with the rocks pushed to the side to smooth the way for wagons. Yet it provided a serviceable route for 1,240 miles, from Ft. Smith, Arkansas, to the Colorado River, all for the bargain price of \$210,000, an amount that would produce feet rather than miles of interstate highway today.

Historians are mixed in their assessment of the impact of Beale Road. Some say it rivaled the Oregon/California Trail in the amount of traffic it carried west. Others say hostile Indians and the disruption of westward migration

by the Civil War kept it from ever achieving that kind of success. History and the wagon ruts tell us, however, that uncounted thousands followed its simple tracks. Millions of sheep and cattle were driven along its course. Beale's humble road continued to serve both immigrants and stockmen until the construction of the Atlantic and Pacific (Burlington Northern Santa Fe) Railroad in 1883.

The transcontinental routes that replaced Beale Road provide another testimonial to its worth. The Santa Fe Railroad, Route 66, and Interstate 40, all more or less follow its course. As such, they bear strong testimony to Beale's ability as a pathfinder and affirm the value of the route he pioneered.

Today, the section of Beale Wagon Road that passes through the Kaibab National Forest is maintained as a recreational trail. This 23-mile stretch of Beale's route includes portions which he singled out as the most beautiful of his entire journey. Some segments of it are still being used as rural byways. Other stretches have been abandoned, and evidence of the historic roadway has all but completely disappeared. In a few places the original

roadbed is still visible as a slight depression in the rocky soil or as two lines of rocks setting a straight course across the prairie.

Those who wish to retrace the steps of Lt. Beale and the pioneers who followed his lead will find the road clearly marked for its entire course across the forest. You can follow along step-by-step if you wish and thrill to the same broad vistas that Lt. Beale described as "unsurpassed in the world." Or you can drive to interpretive stations located at strategic places along the road and enjoy highlights of this historic route.



HIKE OR DRIVE THE BEALE WAGON ROAD



Wooden posts mark the wagon road across Government Prairie.



Trail markers are posted along major Forest roads.

HISTORIC BEALE WAGON ROAD

This historic trail has as much to offer the modern traveler as it did the ranchers and immigrants of the 1860s and 70s when it was a 1,240-mile route stretching from Ft. Smith, Arkansas, to the Colorado River. Broad vistas stretch out across a backdrop of high mountain peaks. Significant portions of the landscape through which the road winds remain in nearly the same condition as when they were first encountered by Edward Fitzgerald Beale in 1857 when he was chosen to chart the road's course.

A variety of access points provide for hikes of varying lengths. The trail segments crossing the Kaibab National Forest traverse a total of 23 miles and are open for hiking and horseback riding. Travel by motorized vehicle is prohibited on sections of the Beale Road located off of Forest Service roads. If you prefer to travel by vehicle or mountain bike, you can follow along in the areas where the historic Beale Wagon Road exists as a current Forest Service road.

Laws Spring, with its historic and prehistoric rock carving and original road segment, is a popular access point for the trail. Another access point is at the junction of FR 100 and FR 107 about 7 miles north of Parks. Other access points are marked on the ground.

Remember, if you encounter artifacts such as pottery sherds, debris from stone tools, projectile points (dart points or arrowheads), historic cans or bottles, please leave them in place for others to enjoy. Also, please do not touch the petroglyphs at Laws Spring. Oils from your fingers can damage them. It is against the law to remove, deface, or damage archaeological materials on federal lands.

DIRECTIONS FOR VISITING BEALE WAGON ROAD

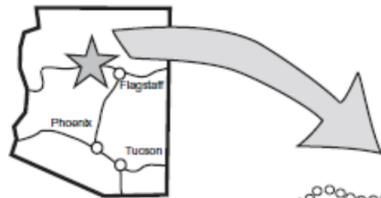


Beale Wagon Road

Although Lt. Edward F. Beale retained a degree of notoriety for his experiment with bringing camels into the American Southwest, the road he built lapsed into obscurity rather quickly. It remained almost forgotten for nearly a century until a few history buffs set out in the mid-1970s to retrace its course. A Flagstaff grocery store stock clerk by the name of Jack Smith adopted the old road as a project for his master's thesis and became so enthusiastic about the project that he even changed his middle name to Beale. By studying government documents, 19th century maps, and the lieutenant's personal diaries, Smith and others relocated the historic route across northern Arizona and in the process, reopened the door to a unique chapter in Arizona history.



The meticulously engraved "Laws Spring" on a basalt boulder at this major water stop is believed to have been the work of a tombstone engraver who was part of Beale's first expedition. A stretch of the original roadbed is visible nearby.

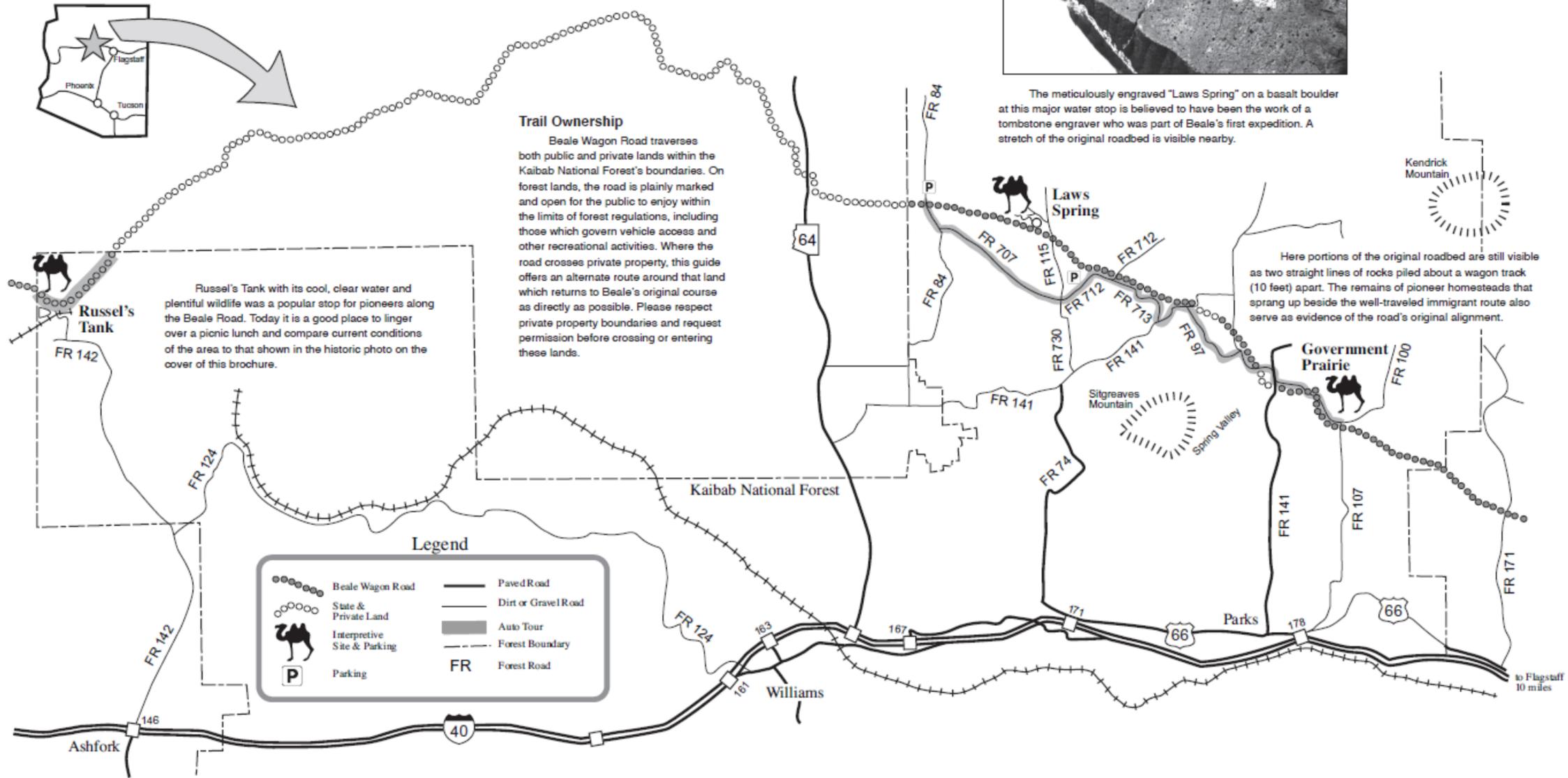


Trail Ownership

Beale Wagon Road traverses both public and private lands within the Kaibab National Forest's boundaries. On forest lands, the road is plainly marked and open for the public to enjoy within the limits of forest regulations, including those which govern vehicle access and other recreational activities. Where the road crosses private property, this guide offers an alternate route around that land which returns to Beale's original course as directly as possible. Please respect private property boundaries and request permission before crossing or entering these lands.

Russel's Tank with its cool, clear water and plentiful wildlife was a popular stop for pioneers along the Beale Road. Today it is a good place to linger over a picnic lunch and compare current conditions of the area to that shown in the historic photo on the cover of this brochure.

Here portions of the original roadbed are still visible as two straight lines of rocks piled about a wagon track (10 feet) apart. The remains of pioneer homesteads that sprang up beside the well-traveled immigrant route also serve as evidence of the road's original alignment.



HISTORIC DOW SPRINGS



DOW SPRINGS



In 1863, the US Military built the Overland Road between Flagstaff and Fort Whipple in Prescott to access the gold mines located around Prescott. Dow Springs was an important camp because of its precious, clear and cold water.



1924-1928 LOGGING RAILROAD CAMP

Between 1924 and 1928, the Saginaw and Manistee Logging Company hauled timber from this part of the Forest to their mill in Williams. While the iron rails were scrapped to be recycled, many of the wood ties are still in place. Scattered historic glass and ceramics suggest loggers also had a camp along the railroad grade. Click the photo to the right for a virtual visit!

For the past decade, local Williams High School Youth Conservation Corps students have helped Forest Service archaeologists clear pine needles away from the historic railroad ties at Dow Springs to prevent the ties from being lost to fires. It also better defines the path of the railroad grade for visitors to follow. You can take a short walk along the railroad grade by following the Sycamore Rim Trail.



DIRECTIONS TO DOW SPRINGS

From Williams, drive east on I-40 for about 15 miles to the Parks exit, exit 178. Turn right (south) and cross the railroad tracks toward Garland Prairie. Stay on gravel, then pavement on FR 141 for about 10 miles, where you reach a "T" junction. Turn left (south) at sign for Overland Road Trailhead and travel the Forest Road for about 0.6 miles, where you will see the trailhead for Dow Spring on your right.

1933-1942 BOYCE CIVILIAN CONSERVATION CORPS CAMP



CCC Boyce Camp #1838, July 1936

Between 1933 and 1942, the Boyce Civilian Conservation Corps Camp housed hundreds of young men who worked on various projects throughout the Williams Ranger District. Today, the Williams Youth Conservation Corps carries on the tradition of helping the Forest Service on a variety of projects throughout the summer (This photo is the 2013 crew.)

You can visit the Boyce Camp by driving south on 4th Street in Williams for about 7.5 miles. Turn left on Forest Road 139 and the interpretive site parking area will be on the right. Compare and contrast the historic camp photo to the modern forest and you will still be able to spot some of the same Ponderosa pine trees!



TRAVEL BACK IN TIME AT CLOVER RUIN



Archaeologists have long sought to better understand the ancestral Puebloan people who lived west of the San Francisco Peaks between AD 700 and AD 1100. The 1993-1994 Passport in Time project offered volunteers and archaeologists an opportunity to explore the ancient lifestyles of people that archaeologists call the Cohonina. The Cohonina are distinguished by their San Francisco Mountain Gray Ware ceramics (whose decorated types were generally analogous to ancestral Puebloan styles of the same time periods). Early sites are small and of variable architectural lay out. They include pithouses and above ground storage structures.



Clover Ruin is typical of a seasonally occupied Cohonina above ground structural site. By AD 900, around the time Cohoninas lived at Clover Ruin, they were probably growing crops such as corn, beans and squash. Cohonina sites extended north of the San Francisco Peaks at this period, as well as to the south rim of the Grand Canyon and into the Inner Gorge. The Cohonina abandoned their "heartland area" around present day Williams by the late 1000s. Evidence suggests the vast majority of Cohoninas migrated eastward after the eruption of Sunset Crater around AD 1070. At that time there was a notable rise in populations in the Wupatki area north and east of the San Francisco Peaks. Remnant Cohonina populations probably remained in the western portion of the area, i.e., from Seligman west to the Kingman area and including areas currently occupied by Hualapai and Havasupai.



In 1994 archaeologists reconstructed the small Cohonina village to help visitors better understand the past. Today they are documenting how long it takes the structure to decompose and eventually return to the earth.

1910 CAMP CLOVER RANGER STATION



The photo above depicts the original Camp Clover Ranger Station ca. 1910. During their excavations at Clover Ruin, archaeologists recovered a variety of historic artifacts that included purple glass, insulators with 1909 and 1910 patent dates, and horse tack items. Based on the artifacts, archaeologists concluded that the structure in the right portion of the left photo may have been a barn.

1934 HISTORIC CLOVER RANGER STATION



Camp Clover Ranger Station is a large Forest Service administrative facility (Kaibab National Forest) located near Williams, Arizona. The Civilian Conservation Corps built the 5 historic buildings and associated corral in 1934 are set apart from more recent developments. The property is a good example of a Forest Service administrative site built during the Depression-era.

Overall, the district has suffered few alterations or modifications. Those that have been made are in keeping with its architectural character. The setting in the immediate area of the district has changed very little over the years and contributes to the integrity of the site.

VIRTUAL TOUR OF CLOVER RUIN



Click on photosphere above to take virtual tour of Clover Ruin.

CLOVER RUIN DIRECTIONS

Directions: Drive west on Railroad Avenue about one mile; turn left at the top of the hill by the Best Western before the Interstate. Proceed down the frontage road and turn left at the administrative site. Make first right and park at the old office built by the Civilian Conservation Corps. The site is located next to this building. The roads are paved.

RENT 1917 SPRING VALLEY CABIN



Reserve the cabin at [Recreation.gov](https://www.recreation.gov) – The cabin is an excellent location for visiting nearby Historic Route 66 sections, Keyhole Sink Petroglyphs, the Historic Kendrick Lookout Cabin, (in the photo above it is on the flat to the right of Kendrick Mountain’s peak) and Laws Spring and the Beale Wagon Road.

The structures are located at an elevation of 7,320 feet, overlooking a wide meadow while being nestled beneath mature ponderosa pines. The cabin was constructed in 1917 as the residence for rangers who worked at the guard station. The bunkhouse served as the office. It is still occasionally used as a field station for U.S. Forest Service employees.

Winter brings a mix of sun with cold temperatures and occasional winter storms. Summer temperatures are relatively pleasant, but weather can be unpredictable. Visitors should come prepared for changeable mountain weather, cold nights, thunderstorms and snow from fall through spring.

DIRECTIONS TO SPRING VALLEY CABIN

Directions: Take exit 178 off of Interstate 40 at Parks (about 14 miles east of Williams, AZ). Proceed 1/10 of a mile and turn left; follow this road (Old Route 66) 1/2 mile; turn right onto Spring Valley Road at the Old Parks Store. Spring Valley Road is County Road 141. The pavement ends just before you reach milepost 6. Continue on Forest Road (FR) 141 to the intersection of FR 76, just past milepost 8. Look for the Spring Valley Cabin sign. Turn left on FR 76 and proceed 3/4 mile and the cabin will be visible on your left.

HIKE UP TO KENDRICK LOOKOUT CABIN

The Kendrick Lookout Cabin was built in 1912 one quarter mile below the peak. It housed a lookout that climbed to the top of the peak to detect fires. It is the second oldest example of a fire detection structure present in the southwest region (Arizona and New Mexico). The cabin was listed on the National Register of Historic Places in 1988. Click on the photo to right for a virtual view.



KENDRICK LOOKOUT CABIN



This photo of the Kendrick Cabin was taken in the 1940s. Not much has changed except that the trees are much larger today.

THE JUNE 2000 PUMPKIN FIRE

In June 2000, the Pumpkin Fire burned 14760 acres. Fire fighters were able to use fire shelter materials to wrap and save the cabin.



THE FUTURE OF KENDRICK CABIN

This past fall, students from Dr. Martha Lee's Northern Arizona University's Wilderness Management class partnered with the Forest Service to study the cabin and they made recommendations about preserving it for the future so that the public may continue to enjoy the cabin.



VIRTUAL TOUR OF KENDRICK LOOKOUT CABIN



Click on photosphere above to take virtual tour inside cabin.

DIRECTIONS TO KENDRICK CABIN

From Williams, take I-40 east to the Parks exit #178. Turn left (north) back across the overpass, turn left (west) at the “T” intersection, then turn right (north) at the Parks store onto FR 141 and continue north for about 8 miles; turn right continuing north on FR 194 for about 4.5 miles to FR 171. Turn right onto FR 171 and go 2 miles to FR 190; turn left onto FR 190 and go 1 mile to the parking area.

From Flagstaff, take Hwy 180 to FR 193, about 10 miles north of the turnoff to Arizona Snowbowl; turn left on FR 193 and continue to FR 171; turn right on FR 171 and go 2 miles to FR 190; turn right on FR 190 and go 1 mile to the parking area.

Travel Time: About 1 hour from Williams to the trailhead.