

Wrightwood Detail Map

Trail Descriptions

The following trail descriptions are designed to acquaint the racer and their crew with the AC100 Race Course. Certain areas that are accessible on training runs will not be available to crews on Race Day. Please make note of this.

Map Sources

The maps used in this book are simplified schematics from The Harrison Maps; *Angeles Crest: The High Country* and *Angeles Crest: The Front Range*.

Street and arterial maps are drawn from the *Thomas Guide/LA County*, which are indispensable for navigation in the Los Angeles Basin.

Harrison Maps are available at local outdoor outfitters, and direct. The Thomas Guides are widely available in bookstores and supermarkets.

Wrightwood

The mountain resort community of Wrightwood serves as the starting line and home base for pre-race activities for the Angeles Crest 100. Located in picturesque Swartout Canyon at 6,000 ft. on the north

slope of the rugged San Gabriel Mountains, Wrightwood contains many interesting shops and excellent restaurants. The town has also always been a friendly rest stop for weary Pacific Crest Trail hikers.

The Pacific Crest Trail (PCT) is a National Scenic Trail extending 2,568 miles from Mexico to Canada. The Angeles Forest segment of the PCT extends 170 miles northwest from Wright Mountain above Wrightwood to a point south of Highway 58.

The Acorn Trail to the Pacific Crest Trail

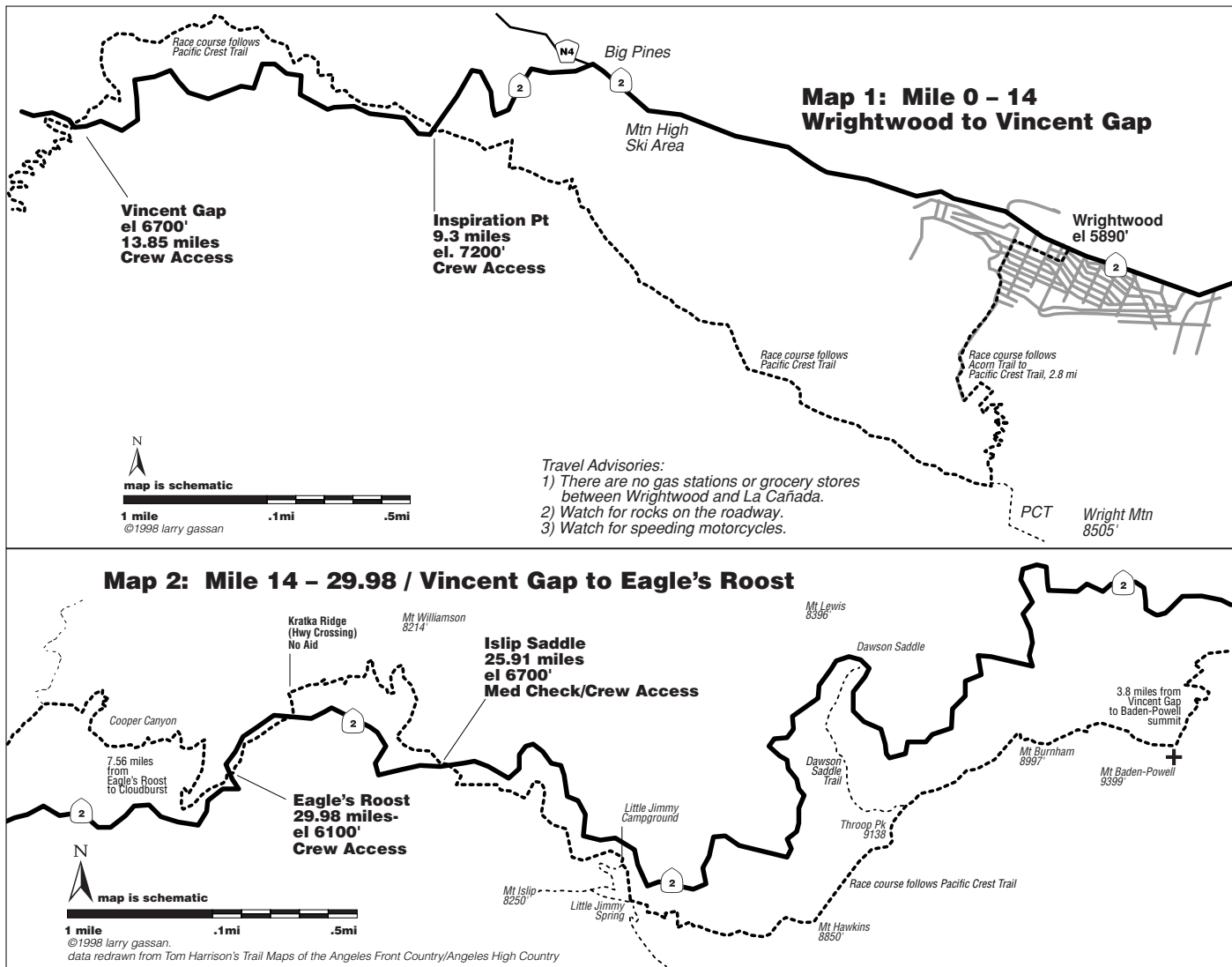
The AC100 Trail leaves Wrightwood via Acorn Street, ascending a steep grade, past the MariaStella camp to the left. At road's end, the Acorn Trail is a left turn, where it begins it's switchback ascent 2.8 miles up to the Pacific Crest Trail.

At the PCT junction, the Race-course turns right on the PCT. From here the runner is treated to a panorama of Mt Baldy (10,760') on the left to Mt Baden-Powell (9,400') to the right. The trail stays main-

ly on the Blue Ridge, skirting the Mountain High Ski Areas, until it descends to the notch at Lightning Ridge's Inspiration Point. The first aid-station of the race is set up in the large parking lot.

The runner leaves the parking lot on the PCT trail, and soon passes the Grassy Hollow NFS Visitor Center. Water can usually be found there. Keeping to the trails marked with the white steel posts and the PCT badge, Vincent Gap is 4.5 miles west after Lightning Ridge. Vincent Gap is a PCT Trail head, with a large parking lot and adjacent toilet.

A special feature of the AC100 segment of the PCT is the trail that climbs from Vincent Gap (mile 13) to Mt. Baden-Powell (9,399 feet), the second-highest peak in the San Gabriel Mountains. The trail up Mt. Baden-Powell climbs 2,800 feet in 3.6 miles over 41 switchbacks to a saddle 100 feet below the peak.



Upper map: Wrightwood to Vincent Gap. Lower map: Vincent Gap to Eagle's Roost

Here, just one half mile from the summit at 9,000 feet, the first scattering of the ancient Limber Pines can be found. Up to 2,000 years old, these trees were identified in 1962 by Angeles National Forest Supervisor Sim Jarvi. Only the great Sequoias and the Bristlecone pines are known to be older.

From the summit of Mt. Baden-Powell, the bottom of the East Fork of the San Gabriel River may be seen more than a mile below. Across this rugged chasm looms the massive peak of Mt. San Antonio (Old Baldy 10,064 feet), the highest peak in the San Gabriels. On a clear day, the San Gabriel Valley and other distant mountains are visible, as well as a great expanse of the Mojave Desert to the North.

From the saddle at the metal signpost near Mt. Baden Powell, the PCT section of the AC100 course then descends to Mt. Burnham (8,997 feet), Throop Peak (8,789 feet), and Mt. Hawkins (8,850 feet) through

Windy Gap and passes Little Jimmy Spring. This perennial spring is not to be missed. Then past Little Jimmy Campground to Islip Saddle (6,640 feet, mile 26), at the base of Mt. Williamson. There is a toilet at Islip Saddle.

Mile 26: Islip Saddle

The course then heads up the trail toward Mt. Williamson (8,214 feet) to a saddle that is within 300 feet of the peak. From the saddle, you can get a nice view of Eagle's Roost and Twin Peak. The trail then heads down Williamson to Eagle's Roost and Cooper Canyon passing by Cooper Campground. Within the Canyon the AC100 course runs along the Little Rock Creek stream bed, finally leaving Cooper Canyon on a dirt road that connects with a 1.1 mile section of the PCT to Cloudburst Summit (7,018 feet, mile 35).

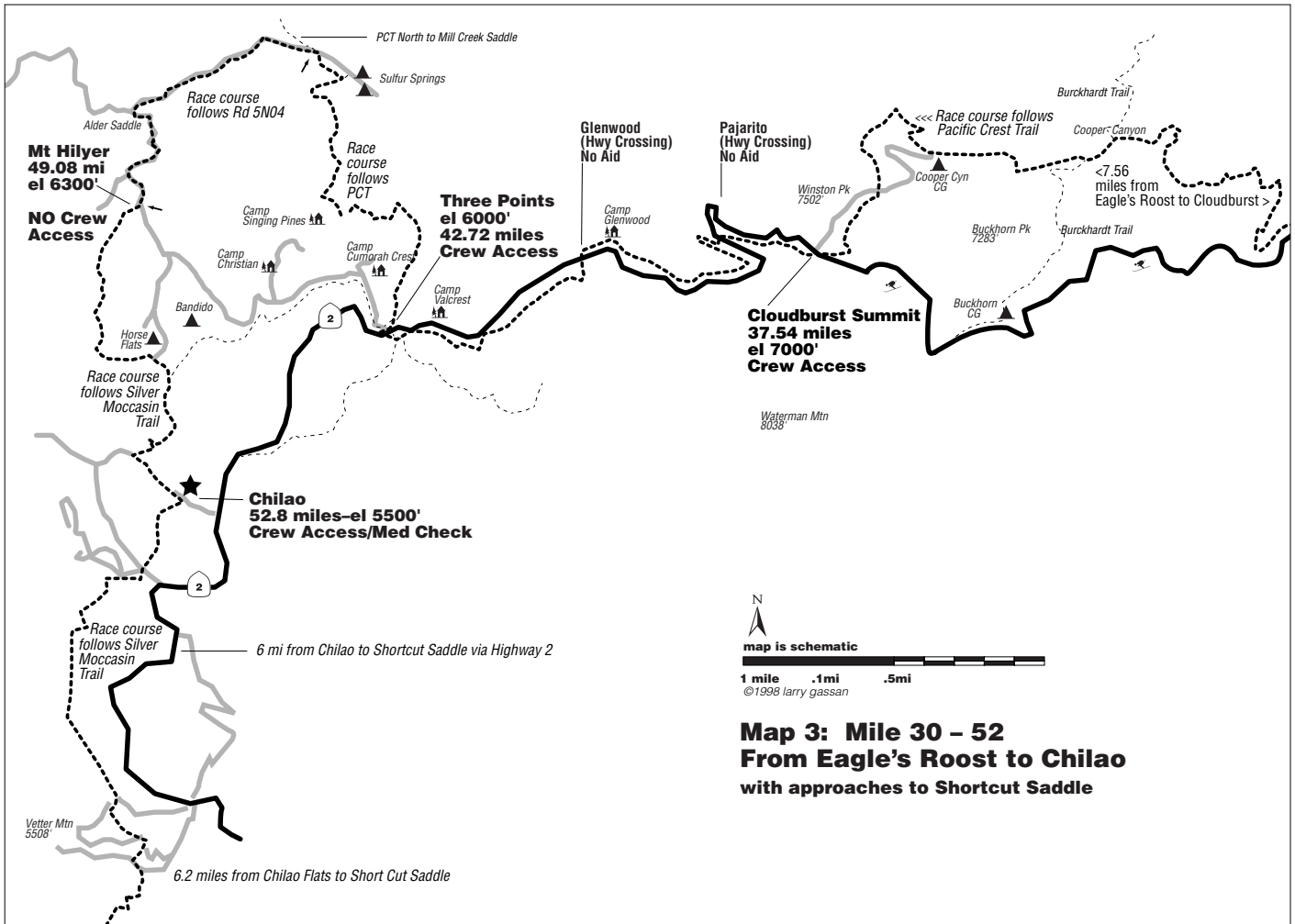
From Cloudburst Summit the course fol-

lows a gentle downhill grade and runs parallel to the Angeles Crest Highway by several springs and past Camp Glenwood (mile 41.25) until Three Points (mile 42.72). From Three Points, the AC100 course leads to a cut-off trail just before Sulfur Springs Campground. Turning leftwards over the ridge, trail contours around the ridge, dropping down to cross the drainage.

The Race-course turns left on the black-top road (5N04) northbound. Follow the road as it winds gently up to Alder Saddle, the intersection of road 3N17. Continue climbing leftwards up the exposed black-top on Road 3N17.

49.08: Mt Hillyer

The Mt Hillyer Aid-Station is located at the top of the climb. Bear right between a set of sawed-off telephone poles set into the ground. The trail travels through trees and shrub over dirt and then open sandy terrain.



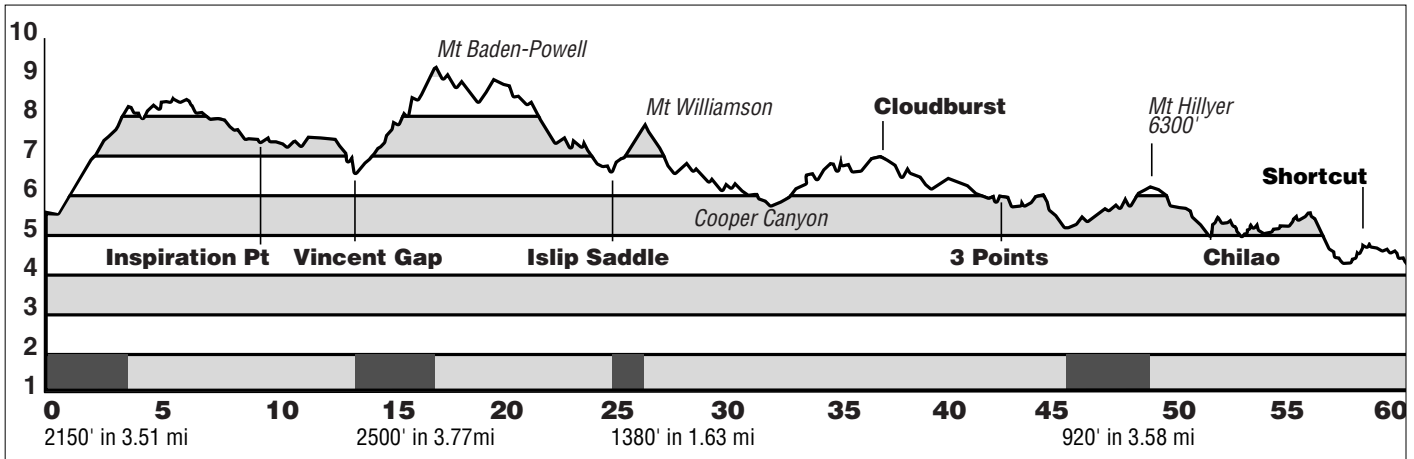
**Map 3: Mile 30 - 52
From Eagle's Roost to Chiliao
with approaches to Shortcut Saddle**

Cooper Canyon to Chiliao, with approach to Shortcut Saddle

The unsigned Mt Hilyer trail ascends a slight grade, then makes a switchback up and over the knoll-like summit. The trail contours through and then descends through large sandstone boulder formations. This portion of the Race-Course is well marked on race day, but can be tricky for the newcomer on training runs. The trail winds and then descends through large sandstone boulder formations to the Horse Flats Campground on the left side of

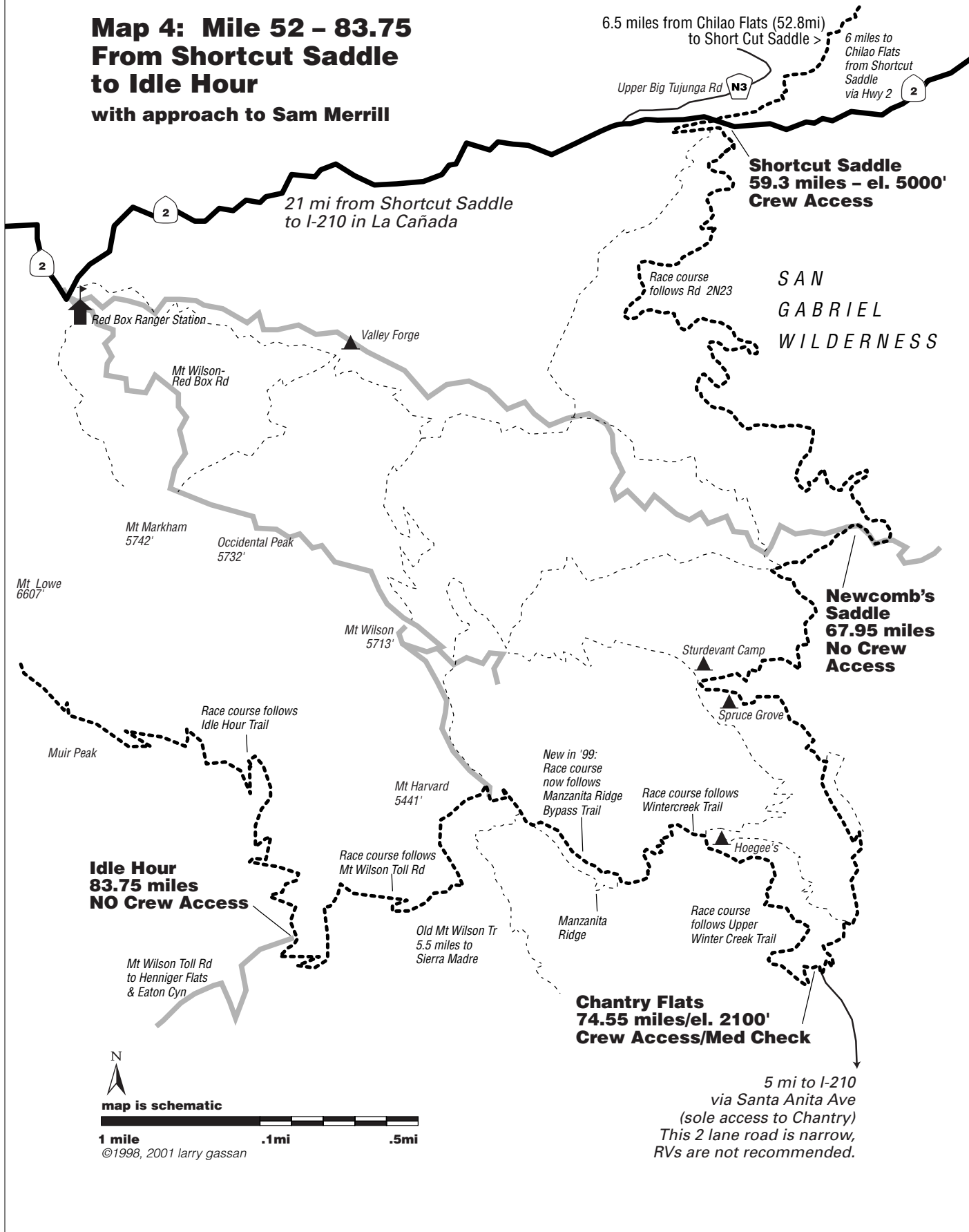
a ridge. The Silver Moccasin Trail is rejoined at the Horse Flats Campgrounds. From there it is about 1.5 miles to the Chiliao Visitor Center area. Turn left when the trail intersects with the single-lane black-top road. Continue .5 mile past the large, tall conifer in the middle of the road. The Chiliao Checkpoint will be located at the first "T" intersection to your right. Water is usually available via tap at the picnic area. Turn right, staying on the

blacktop, and pick up the trail to the right of the rest rooms.
52.8: Chiliao Visitor Center
The Chiliao Visitor Center is located within the Charlton-Chiliao Recreation Area of the Angeles National Forest on the Angeles Crest Highway. It is also adjacent (1/8 mile) to Chiliao Checkpoint (mile 52) at the Chiliao Picnic Area. The Center offers an introduction to the forest through a variety of exhibits, trails and activities.



Elevation profile detail: Mile 0 thru 58

Map 4: Mile 52 – 83.75
From Shortcut Saddle
to Idle Hour
 with approach to Sam Merrill



Chilao to Chantry, with approaches to Idle Hour and Sam Merrill

Chilao to Shortcut Saddle

The Race-course continues up over a ridge towards the Chilao Campground on the Silver Moccasin Trail. Crossing the blacktop, it skirts the campgrounds to the right.

Continue down about 1/2 mile where the trail connects to a dirt road. Bear left. This dirt road is a rolling climb up to the Charlton Flats blacktop access road. Bear left. You will pass through an open wooded area, with a vintage wooden building on the left. At a picnic clearing right after a USFS pipe-gate, the trail is visible but not obvious off to the right.

Contour up the slope. At the Vetter Mtn/Silver Moccasin trail junction, bear left. The Silver Moccasin trail contours along a wooded slope with picnic tables scattered under the trees. You will pass a non-functioning faucet.

Following the NFS trail-markings, you will be contouring across a blacktop road up to the ridge. From here you can see Shortcut Saddle and Mt Wilson in the distance. Follow the trail down the SW facing slope, across the dry creek bed and up the other side. This part of the trail is obvious and there are no turnoffs. You will switchback up through manzanita and live oak. Poison oak makes its first appearance on this slope, take care. Shortcut Saddle is about a mile up from the bottom.

59.3 to 67.95

Shortcut to Newcomb's Saddle.

The Shortcut Checkpoint will be set up in the road-side pull-out area. The trail resumes on the other side of Highway 2. Follow the NFS trail-wands for a short distance, then bear left on the dirt road 2N23. Follow this road down into West

Fork. Cross the "concrete bridge", and start the long climb up to Newcomb's Saddle. It is a long 2.5 miles to the top. At the pipe-gate, turn right on Road 2N24. Run for .4 miles, bear left at the next "Y". The aid-station is on the south-facing side of the ridge, and you won't see it until you are right on top of it.

About 100' past the Checkpoint, the trail to Newcomb's Pass is on your left. The Pass is .7 miles further. At the Junction, turn left towards Spruce Grove Campground and the Sturtevant Church Camp in Santa Anita Canyon.

From Newcomb's To Chantry Flats via Big Santa Anita Cyn.

The AC100 runner enters Big Santa Anita Canyon at Newcomb's Saddle, the 68 mile point on the course. Sturtevant Camp, one of the more popular San Gabriel Mountain resorts during the Great Hiking Era (1895-1938), is 2.5 miles from Newcomb's Saddle. During training runs, water is available from a faucet at the camp, about 100 feet off the course. Three trails cross near the camp: the Gabrielino National Recreation Trail (the AC100 course), the Sturtevant Trail to Mt. Wilson, and the Mt. Zion Trail.

One of the big attractions of the Canyon are the 75' high Sturtevant Falls, a two mile hike from Chantry Flats. Although the falls are bypassed during the Run for safety reasons, the runner will be able to hear them.

Emerging from the Canyon the AC runner passes by the Lower Winter Creek trail head, crosses the steel-beamed bridge, then heads .75 mile up the paved road to Chantry Flat (mile 75). Chantry Flat is a popular entry point for San

Gabriel Mountain hikers and trail runners. As you cross the bridge looking to your right, you will see a check dam constructed of giant cement "Lincoln logs" built by the Los Angeles County Flood Control District and the Forest Service in the early 1960s. To your left you will see stands of oak, alder, willow and bay.

74.55: Leaving Chantry Flats via the Winter Creek Trail

After leaving Chantry Flats, the AC100 runner travels uphill .5 mile on a paved road until it meets the Upper Winter Creek Trail head. The Upper Winter Creek Trail rolls uphill for 3 miles to the signed 3-way Hoegee's Junction.

The AC100 course bears left up the Winter Creek Trail towards Manzanita Ridge and the Mt. Wilson Trail for 2 miles. The trail to the right leaves the Race-course and heads down towards Hoegee's Camp.

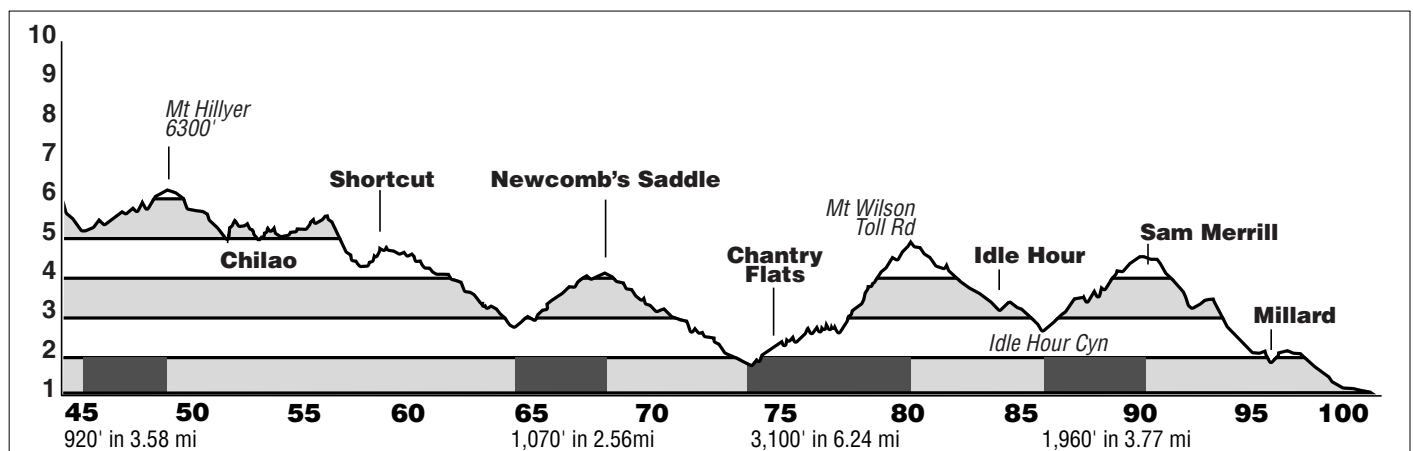
Manzanita Ridge Bypass Trail to Mt Wilson (79 miles)

The AC100 course bears right on the signed Manzanita Ridge bypass trail for .85 miles until it reaches the original Manzanita Ridge/Sierra Madre Trail Jct. The Mt. Wilson Toll Road is another .5 miles beyond.

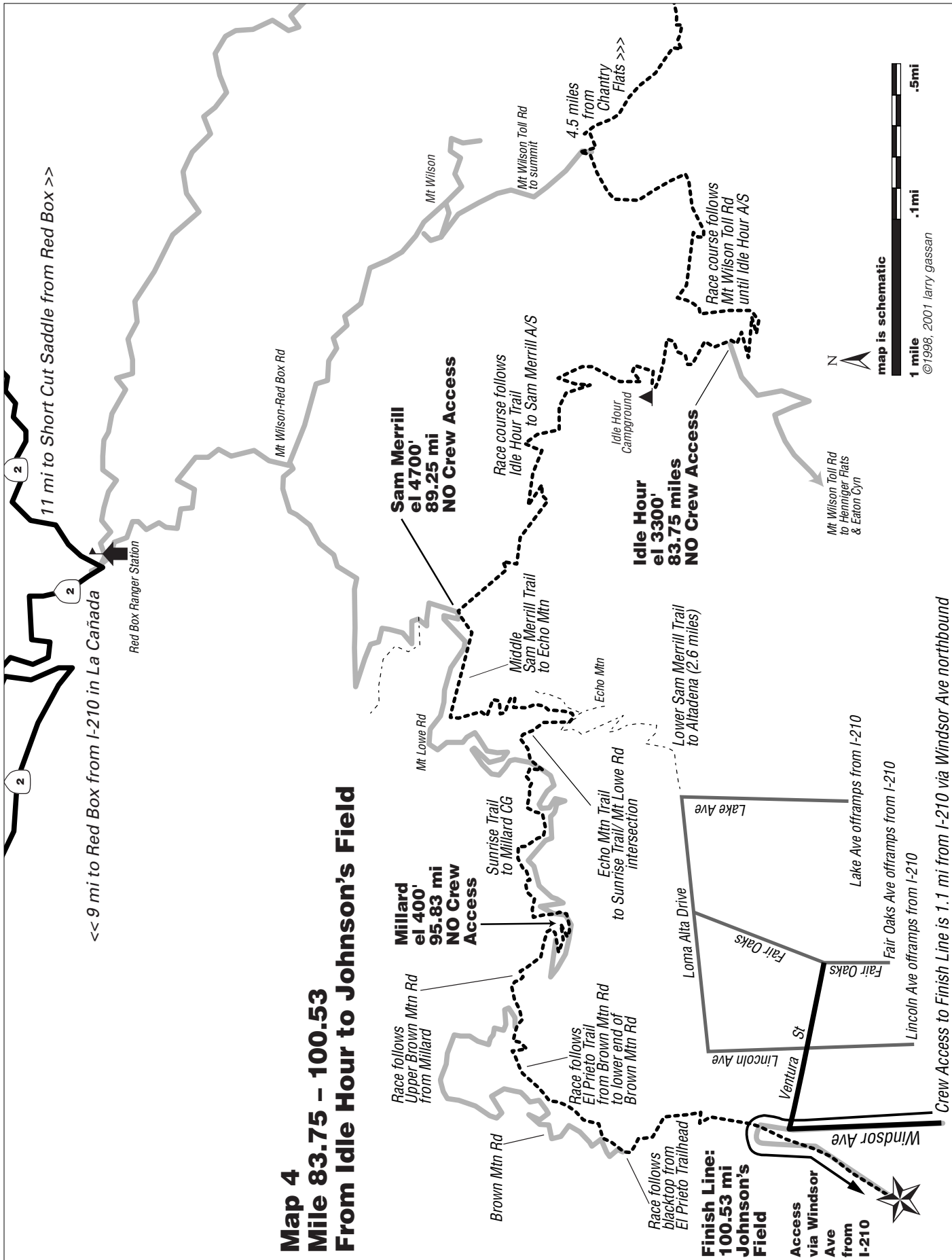
Mt Wilson Toll Road to Idle Hour: (83.5 miles)

The Manzanita Ridge trail section ends at the Mt Wilson Toll Road. Turn left. The Toll Road contours down on the "city" side of Mt Wilson for about 1.5 miles, when it begins its descent on the opposite side of the ridge into Idle Hour Canyon.

The Idle Hour Checkpoint is located at a switchback where the Idle Hour Trail branches right from the Toll Road, across



Elevation profile detail: Mile 45 thru 100



83.75 - 100: Idle Hour to the Finish

a new wooden bridge built by AC100 Volunteers in 2001. The trail contours to your right up the slope.

Within a half-mile it summits a small saddle and begins to descend on the Idle Hour Canyon Trail. The runner will pass through the Campground and then cross two small creek drainages. The trail then parallels the drainage for a short time before beginning its long rolling climb up and over several ridges and drainages to the Sam Merrill Checkpoint.

89.25: Sam Merrill Checkpoint

The Sam Merrill Checkpoint is located at the junction of the Mt Lowe Road, Idle-Hour Trail, Inspiration Point Road and the Middle Sam Merrill Trail.

The Middle Sam Merrill Trail bears left from the Idle-Hour Trail. It contours through manzanita, live oaks in decomposing granite formations. Shortly, Pasadena and the San Gabriel Valley vistas are visible again.

The trail descends in switchbacks through exposed red sandstone to the remains of the White City and Mt Lowe Railway. The Middle Sam Merrill trail ends in a 3-way junction with the abandoned Mt Lowe Railway bed (AC100 Race-course) and the Lower Sam Merrill Trail. Turn right, bearing right! (The Lower Sam Merrill Trail drops straight to Lake St. in Altadena!)

The Mt. Lowe Railway Bed (Echo Mtn) to Sunset Trail Head

Runners follow the old railroad bed at a gentle uphill 5% grade along the Echo Mountain Trail from Echo Mountain to the Sunset Trail head (mile 91) for .8 miles.

Sunset Trail Head to Millard

The Sunset Trailhead is less than 100 yards downhill from The Echo Mtn Trail/Mt Lowe Rd junction. The 2.5 mile trail contours and joins the paved Mt Lowe Road to just above Millard Campground. Continue rightward on the blacktop for about 1/8 mile. Pick up the Millard Trail on your right for the next 1/2 mile down into the Millard Campground. At the bottom turn right and proceed up a shallow grade through the campground and to the Checkpoint.

95.5 – 100: Millard to the Finish

The runner leaves Millard Campground, crossing the shallow stream and continuing leftward on the main dirt road (Brown Mtn Rd.). This will be your last significant climb of the race. Continue on the road for a little over a mile, where you will pick up the El Prieto Trail on your left.

The El Prieto Trail descends through a cactus grove and then into the trees in the El Prieto drainage. It follows a rolling downhill course up and around concrete debris dams. It will cross the creek bottom several times. At its finish the trail meets Lower Brown Mountain Rd.

Proceed down the road for 150 yds, then turn left on the blacktop. From here you will stay on the pavement, crossing several bridges in the process.

About a mile from the finish, there is the last trail section on the right. Its a short, rocky stretch down to the JPL parking lot. Proceed between the two fenced parking lots, turning left at the access road. You are now in the drainage basin with the JPL labs on your distant right,

and the low bluffs on your left. There is a long asphalt grade to your far left, bear right. The grade is the descent from Windsor Ave, which will be open on Race Day. It is closed most of the time.

Stay on the blacktop and Johnson's Field is less than 1/2 mile away.

The Finish: Devil's Gate Dam and Johnson's Field

RVs Not Recommended:

Johnson Field has limited maneuverability and parking. Accessible only by a 1-1/2 lane gravel road, there is little room to turn around. A better place to park large RVs is in the Windsor Ave. parking lot at the top of the grade.

Finish Line Facilities

Johnson's Field is the finish area for the Race. Once the race begins, HAM radio, EMTs, Search & Rescue will be based here. Johnson's Field has running water, electricity, clean bathrooms, and a very peaceful and shady grass field with picnic tables. You can pitch a tent on the grass and take a short nap without the expense of motels. Hot field-showers will be available race day. Hot foods and cold drinks will be available day and night for runners, crew and volunteers at the finish line.

Dedicated effort by Pasadena Water and Power volunteers have maintained the field as part of their recreational facility. Completed in 1920 as part of a network of flood control dams, the Devil's Gate Dam was designed to impede the flow of water during the rainy season and add to the ground-water level by allowing trapped water to seep into the soil.

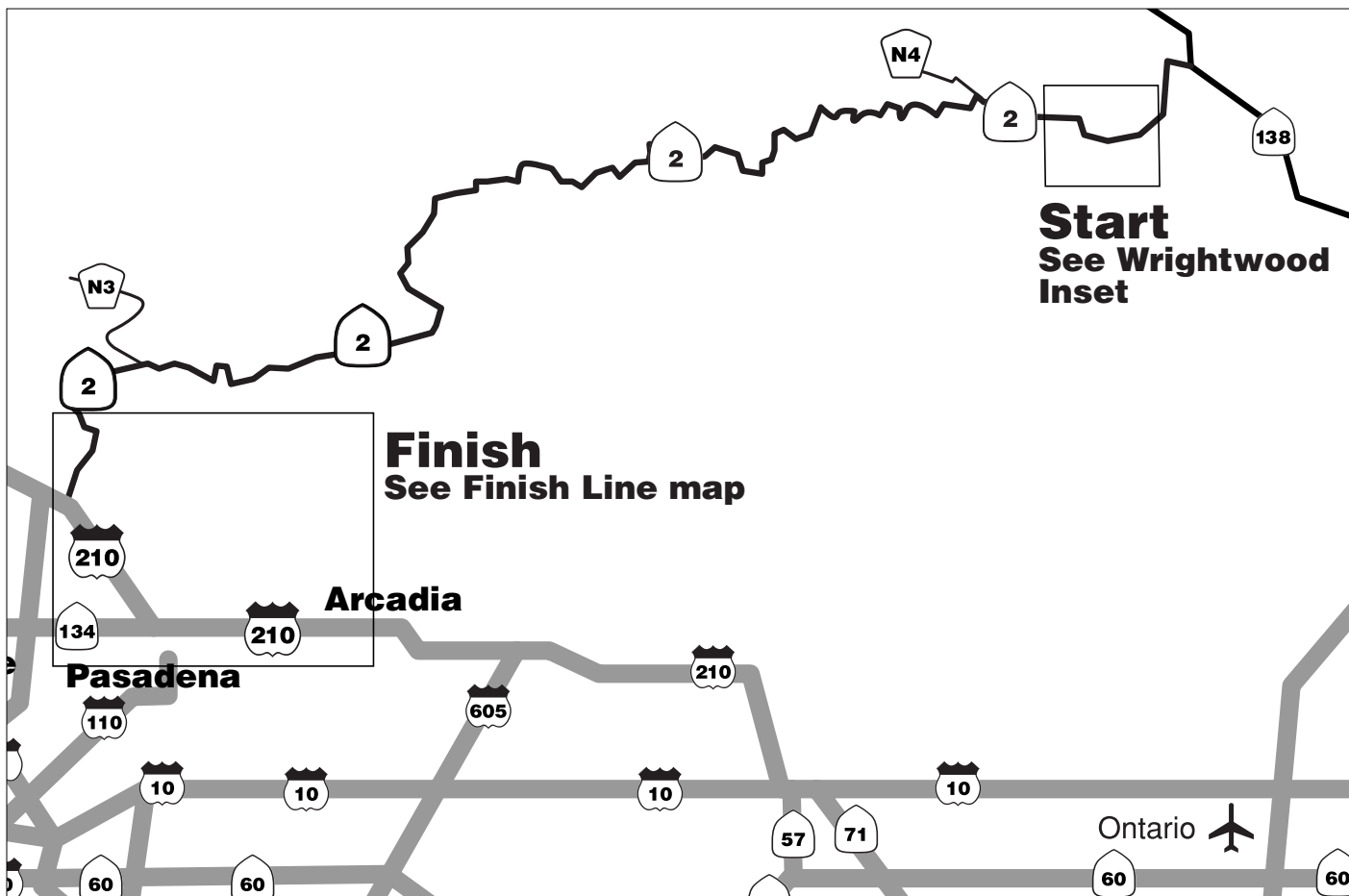
Mt Wilson memories... The Mt. Wilson Trail in Little Santa Anita Canyon is the oldest trail in the San Gabriel Mountains. During the Great Hiking Era, thousands of Southern Californians rode the Pacific Electric red cars to Sierra Madre, disembarked and hiked up this path to the popular trail resort at Orchard Camp.

✿ Prof. Thaddeus Lowe, Civil War balloonist, man of fame and fortune, was the quintessential California dreamer. His dream was to build a railway and resort complex high above Pasadena in the San Gabriel Mountains. In the 1890s, his dream became a reality. During the height of its popularity, millions took Lowe's "Railroad to the Clouds" to fine hotels and spectacular views of Southern California.

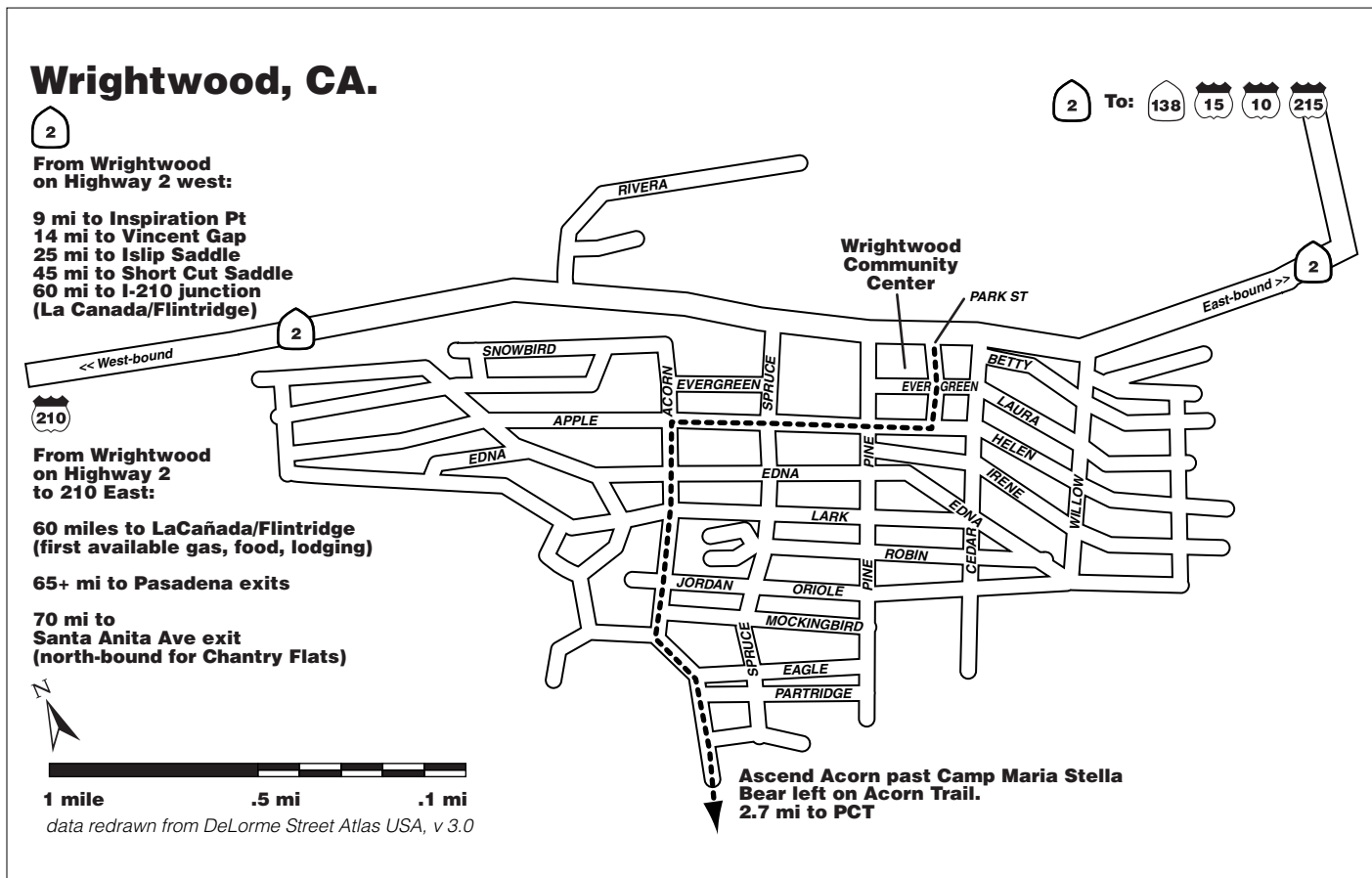
✿ Atop Echo Mountain was the White City with a hotel, observatory and a then the world's largest searchlight purchased from the 1893 Chicago World's Fair. From Echo Mountain tourists could board a trol-

ley and ride another few miles to Mount Lowe Tavern at the end of the line. If you are running this section in the daylight, you will be able to see the old railroad ties and some of the concrete structures along the Echo Mountain Trail. One hundred feet to your left at the Castle Canyon Trail Junction on the Echo Mountain Trail, you will be able to see the large iron bull wheel that pulled the cars up the steep incline from Rubio Canyon. A fire swept through Echo Mountain in the early 1900's leveling all of the White City except the observatory. The foundation of Echo Mountain House and the original chalet are all that remains. The Mount Lowe Tavern burned in 1936. The railway was finally decommissioned in 1937.

✿ All that remains of the fabled Mt Lowe tavern is a peaceful spot under old oaks and a big cone spruce next to a picnic table at the Mt Lowe Campground, just below the Mt Lowe-Idle Hour Junction.



Enlargement of Area overview, see page 54.



Wrightwood, CA. Detail Map