

Back-Country Cycling

FOR ROAD, Hybrid, & MOUNTAIN BIKES

WHEELER COUNTY, OREGON
& the
PAINTED HILLS



***A GUIDE TO ROUTES & SAFETY.
LANDSCAPES, GEOLOGY, AND HISTORY***

OREGON PALEO LANDS INSTITUTE

FOSSIL, OREGON

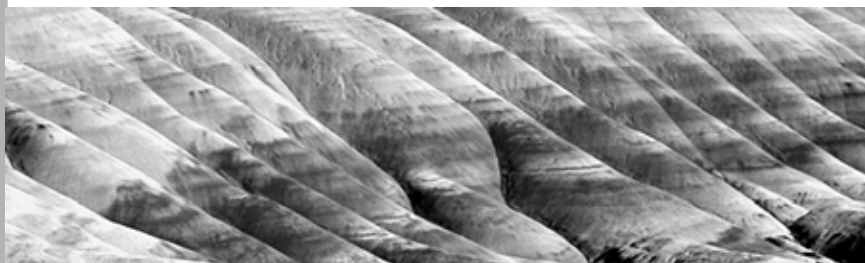
With the support of the Community Cycling Center, Portland, Oregon

ABOUT THE OREGON PALEO LANDS INSTITUTE

The Oregon Paleo Lands Institute is a 501c3 non-profit based in Fossil, Oregon. Our mission is to *protect, promote, and educate about Oregon's ancient and living landscapes, including the most accessible place to discover the Earth's past 50 million years, while supporting the rural communities of the John Day Basin.*

With the John Day Basin as our "home base", we provide trips, classes, and adventures throughout Oregon. Through classes, individual trips, and adventures, we will help you discover Oregon's past and explore its present landscapes.

You can fine-tune your skills in photography and art, collect fossils, learn about bats, butterflies, bunchgrass, and bears, earn college credit, float a wild and scenic river, or join us on a cycle trip. Let us guide you on a day hike through Painted Hills onto an ancient beach where pterosaurs flew and plesiosaurs swam.



For more information about our programs, or to become a member please call us, email us, or visit our website!

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HOW TO USE THIS GUIDE

This guidebook describes and maps rides for road, hybrid, and mountain bikes. Most rides are more than 25 miles, and one (road ride) is nearly 100 miles. Throughout Wheeler County, routes are hilly, and sometimes steep. Traffic is minimal on most roads other than highways 19 and US 26--the major thorough-fares.

Each ride provides basic information about the route as well as map and description. Info is as follows:

Distance: In miles, from start to finish. Most rides are loops.

Elevation gain: Total uphill in the ride, in feet.

Ride type: Best for *Road*, *Hybrid*, or *Mountain* bikes? *Road* bike designation means the entire ride is on pavement. *Hybrid* designation indicates part pavement, part gravel road. *Mountain* bike designation indicates all gravel ride. All gravel road rides are two-track, well-maintained County roads.

Difficulty: Rated from 1 (easy, short, level) (There are no # 1s in this book) to 5 (grades in excess of 6%, greater than 50 miles.) Subjective ratings. Generally, the easiest rides follow the John Day River and are fairly level. Most rides are rated at 3 or 4.

Cautions: What hazards or inconveniences should you be prepared for? Examples include: Watch for rocks and potholes on pavement. Few developed rest-stops along the way. Carry plenty of water and a patch kit! Uphill for 13 miles.

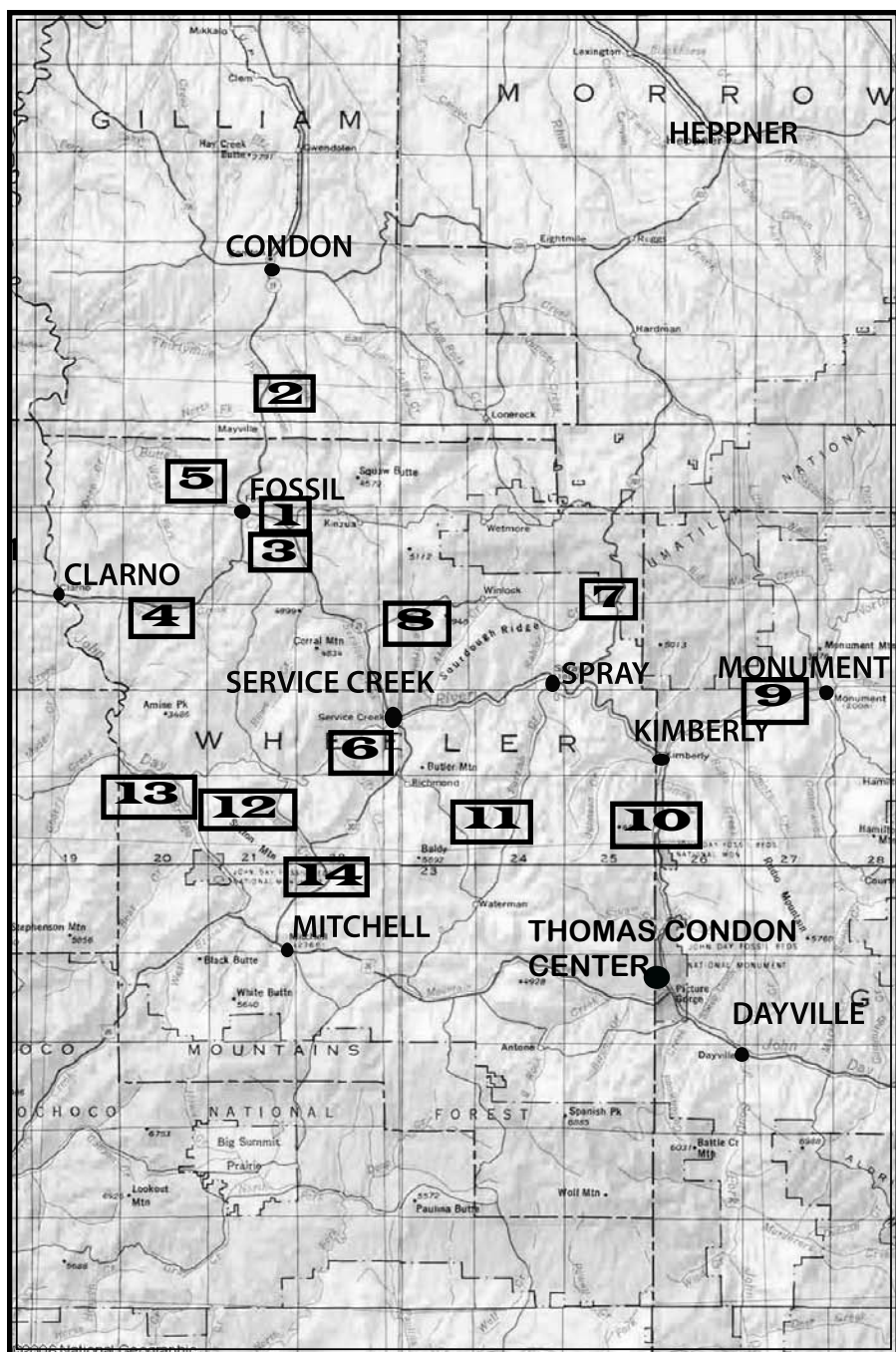
Summary: What are the most memorable features along the ride?

The Ride Description: What to expect as the ride unfolds, where to turn (and where not to) and what you'll see along the way.

There are chapters with information on flowers, trees and shrubs, birds, wildlife, and geologic formations in the region in the beginning of the book. Appendices at the end provide information about food and lodging, camping, and other community amenities as well as space for notes.

This book is meant to help you ride safely on the rural roads of Wheeler County and environs. While the scenery is spectacular, keep in mind that there are plenty of road hazards, including potholes, narrow shoulders, rocks and gravel on the roadways, and, not the least concern--drivers who are not used to sharing the road with cyclists. We hope you enjoy your trip. Please share your experiences with us at www.paleolands.org.

And if you have questions, or would like help in planning or arranging your trip, please call us at 541-763-4480, or email us through our website!



RIDING WHEELER COUNTY

Wheeler County, 1656 square miles of rugged landscape in north-central Oregon, is one of Oregon's most rural areas. Its mountainous landscape, with long climbs interspersed with nearly flat stretches, makes for a great training area for serious cyclists. The flatter, and equally scenic rides along the John Day River are good places for a more leisurely trip. Traffic is light by more urban standards, even on the most heavily-traveled highways (OR 19 and US 26). Other paved state highways (207, 218,) have light traffic. Gravel roads are used mostly by local ranchers.



Girds Creek Canyon Ride

In 2004, Wheeler County's population was 1,483. It is named in honor of Henry H. Wheeler, an early settler who owned a farm near Mitchell and operated a stagecoach line along the Dalles Military Road from The Dalles to Canyon City from 1864 until 1866 when Wheeler was injured during a robbery attempt on the stage. The county's seat is Fossil. Wheeler County was created on February 17, 1899 from parts of Grant, Gilliam, and Crook Counties. There have been no boundary changes since its creation.

Wheeler County's economy is based in natural resources and growing tourism. It's the home of Painted Hills Natural Beef. Until 1978, timber was the major regional economic driver, with a large mill and sizeable town at Kinzua, 12 miles northeast of Fossil. With closure of the mill, and disappearance of the town, (all that remains is a public 6-hole golf course on the site of the mill yard) the timber economy collapsed. In the 1960 census, Wheeler County's population was more than 3,000. Today it is about half of that.

Two major highways cross the county west to east: US 26, which connects Prineville, Mitchell, and John Day, and Oregon Hwy 19, from Condon to Fossil, Service Creek, Spray, and Kimberly, connecting with US Hwy 26 west of Dayville at Picture Gorge. From the small community and store at Service Creek, OR Highway 19 follows the John Day River, providing one of the few flat rides in the area for more than 70 miles. The other highways are rolling to very hilly. Expect long climbs and descents on most of Wheeler County's paved roads.

In Wheeler County, portions of OR Highway 19 and US 26, were newly surfaced in 2007. Paved roads have narrow shoulders, and steady truck and travel-trailer/RV traffic in the summer and huntin' season(s). North-south highways, including OR 207 and 218, carry lighter traffic, and you'll often encounter no cars for significant periods of time. County roads are mostly well-maintained gravel, have little traffic and suitable for travel by hybrid or mountain bikes. Several of the loop rides in this book include both paved and gravel portions. The region has also become a popular area for motorcyclists. You are likely to encounter groups of these "bikes" on the highways.



Wheeler County Courthouse, Fossil

TEN TIPS FOR RURAL ROAD SAFETY & Rural Etiquette

1. Expect gravel spread across the road on sharp corners.
2. Check your bike thoroughly before leaving home, and consider having your bike shop do a tune-up and safety check. There are no bike shops here, few bike supplies, and no qualified bike mechanics (yet.) Be prepared to patch tires, pump air, replace chains, etc.
3. Rural motorists are unaccustomed to cyclists (but they are also courteous drivers!) Expect them to not expect you. Wear bright jerseys. Cars often come along in a cluster of two or three--the slower driver in the lead, the rest enduring until the very rare passing opportunity.
4. Take LOTS of water. Services are far apart, and summers are hot and dry. Your bike should carry, at a minimum, two water bottles. Consider a Camelback or other hydration system. Plan your ride ahead of time.

5. While the danger of cougar attacks tends to be exaggerated and highly unlikely (you are 5000 times more likely to be struck by lightning.) be aware that it CAN happen to you, especially on gravel county roads. Be aware of your surroundings.



6. Strike up a conversation with the locals. Ask them about the landscape, routes to take, and regional history. Visit small museums. We love to share our heritage.
7. NEVER ask "How big is your ranch?" OR "How many cows do you have?" (You wouldn't like to explain how much money you have in the bank, now, would you?)
8. Even on "deserted" backroads, wear that helmet! Who knows when the next log truck will swing around the corner--or the next meteorite will strike!
9. As of 2007, there is no cell phone service in Wheeler County. Anywhere in Wheeler County. ANYWHERE. Expect to be blissfully out of touch with the rest of the world. This is also important to remember in case of emergency. For safety, tell someone when you expect to return, where you are going, and stick to that route.
10. In spring and fall, expect to find an occasional snake warming itself on the highway. Most are non-poisonous gopher snakes or bull snakes, and environmentally beneficial. (Gopher snakes tend to be passive; bull snakes may protest the idea of leaving the highway.) But--ALL will be run-over by the next car. Herd them off the pavement if you can do so safely!

PLANTS, ANIMALS, AND NATURAL HISTORY

The rugged landscapes of Wheeler County are part of Oregon's Blue Mountains. Summers are warm and dry with temperatures exceeding 100 degrees in Spray and Mitchell on average 10 to 15 days per year. July is the hottest month--but it has also been known to snow in July. Winters now offer cold, but not severe, temperatures. Higher elevations (6,000 to about 3,000 feet) are forested with Ponderosa pine and Douglas fir. Lower elevations are a bunch-grass and shrub-steppe that is increasingly invaded by Western Juniper and also by non-native plants including yellow star thistle, knapweed, scotch thistle, and whitetop. Noteworthy birds include golden eagle (and bald eagle in winter and early spring;) osprey, vultures, and rare curlews. Wildflowers include species unique to this landscape--especially the Painted Hills area--the yellow Cleome (right). Recently, a herd of Rocky Mountain Bighorn sheep were reintroduced to the John Day River near Service Creek. Mule deer and Rocky Mountain elk are fairly abundant. Predators include cougar, bobcats, black bear, coyotes, and badger.



COMMON PLANTS:

Seven common native trees, shrubs, and grasses you'll see along the way:



Western Juniper: (*Juniperus occidentalis*) Junipers are the dominant trees in this landscape, and most are the taller, Western Juniper—more tolerant of heat and drought than its cousin, Rocky Mountain juniper. Juniper is a long-lived native tree that may have a lifespan of 100 to 4000 years. Its better qualities include insect-resistance and alleged medicinal use in incense. However, its vegetation is toxic if eaten. The tree reproduces sexually. Female trees produce blue berries with seeds that must pass through the digestive tract of a bird or other animal to sprout.

Favorite carriers include Townsend's solitaires and a variety of sparrows. Lines of junipers often mark fences where birds perch after their meal. Juniper today is invasive and troublesome. Suppression of fire has allowed it to spread into grassland, changing habitat and decreasing grassland vitality. Control includes re-introducing fire and cutting or bulldozing trees.



Ponderosa Pine: (*Pinus ponderosa*) The other conifer that you'll find in uplands and in a few places along the river is the Ponderosa pine—also known as yellow pine. This tree is characterized by needles clustered in groups of three, and a yellowish bark on mature trees that smells a bit like vanilla on a warm day. Ponderosa pine was the premier lumber tree harvested in the mid to late 20th century. Most of the larger, older trees have been logged.

Hackberry: (*Celtis occidentalis*) Hackberry is a tree that has grown virtually unchanged in this landscape for the past 35 million years. It is a small, very tough-looking compact tree, with rough bark and an elm-like leaf. In this area, it is seldom more than 40 feet tall, and grows in groups or clusters, usually in wetter sites or along the John Day River. It produces a small, leathery fruit that resembles a cherry, and has a large pit. The fruit tastes a bit like a very dry persimmon.

Bitterbrush: (*Purshia tridentata*) Bitterbrush is a dark green shrub that can be mistaken for sagebrush. It's leaves, like big sagebrush, has three lobes on each small, dark-green leaf. It is more "prickly" than big sage (see below), and a much darker green. This shrub is a favorite winter browse for deer and elk—and also a favored browse for cattle.

Big Sagebrush (*Artemisia tridentata*) Big Sagebrush is a tall and light-green shrub with a distinctive odor when leaves are crushed or rubbed. The plant is more close-related to the herbs tarragon and wormwood than to culinary sage. (The sage used in cooking is actually in the mint family, *Salvia*...) Big sagebrush likes to grow in river bottoms and in rich alluvial soils. It likes wetter areas, and is often, in its native habitats, found with tall grasses such as Great Basin wild rye (see below).



ly

Rabbitbrush (*Chrysothamnus nauseosus*) Rabbitbrush is a large family of shrubs that prosper in dry climates. In the John Day Basin, the most common variety is gray rabbitbrush—a variety with dull gray-green foliage and a bright yellow flower. Gray rabbit-brush is a low to mostly tall shrub covered with soft, gray, felt-like and dense hairs. Plants range 50 cm to 2 meters tall and are abundantly branched. Gray Rabbitbrush is a potential source for rubber. The flowers are grazed by wildlife and livestock in fall. Both pronghorn and mule deer browse the twigs, while rabbits eat the leaves. Its silvery foliage, and yellow flowers draw butterflies and other pollinating insects.



Great Basin Wild Rye (*Elymus cinereus*) One of the tallest and most impressive bunchgrasses, Great Basin wild rye can attain over 6 feet in height. This grass prefers seasonally wet areas, including areas near springs or seeps, and seasonal marshes. The blades of this grass are very tough, flat, and rough to the touch. The spikelets are very dense, and wheat-like in appearance.

Bluebunch Wheatgrass: (*Agropyron spicatum*; *Pseudoroegneria spicata*) This bunchgrass grows in soft clusters up to 2 feet in diameter and ranges up to 2.5 feet in height. It is commonly absent in land abused by overgrazing, but can be found as a re-bounding plant population on the John Day Fossil Beds and other areas where livestock grazing has been limited or well-managed.



GEOLOGY & ROCK FORMATIONS

Change is a natural part of the Earth, including the physical landscape and living things. Change in climate is interwoven with the plant and animal life revealed by the colorful layering along the John Day River. The John Day Fossil Beds and surrounding regions preserve the remains of animals in association with plants and soils. Geologists, paleontologists, biologists and climatologists can reconstruct the progression of ancient landscapes, shorelines, and ecosystems as well as the history of climate change.

Oregon's Beginning:

When dinosaurs roamed Montana 200 to 100 million years ago, there was no Oregon. Oregon, like most of North America's west coast, from Alaska to Baja, has been added to the continent and constructed westward during the past 120 million years. It has been a stable land, above sea level, for only the past 100 million years or so. Fossils near Pendleton indicate that 60 million years ago, Pendleton was a warm, swampy, coastal bayou of bald cypress, magnolia, and other tropical to subtropical vegetation.

The continental construction project that built Oregon began during the Cretaceous, 100-120 million years ago. As the Atlantic Ocean began to open, it pushed North America westward. The continent collided with complex systems of islands—some composed of quite ancient rocks—that evidently lay off the west coast. The collision added new land, moving the shoreline westward. It also pushed up mountains, keeping dinosaurs at bay in Montana. No dinosaurs have been found in Oregon, though we have their more mobile relatives in Wheeler County: dolphin-like marine reptiles called Ichthyosaurs, long-necked marine predators called plesiosaurs, and pterosaurs—bird-like reptiles with thin membranous wings and sharp, tooth-laden snouts. Some remnants of these ancient island systems are found just north of Mitchell as marble (metamorphosed limestone) and other rocks about 225 million years in age.



plesiosaur

By 100 million years ago, the added rocks built North America's coast from Idaho west to near Mitchell and Spray. The ancient beaches are mostly buried beneath much younger rocks now. You'll see these ancient sediments—the remains of a Cretaceous river at Goose Rock—along the modern John Day River on your ride.

The Clarno Formation: Tropic climate, towering volcanoes.

Fifty million years ago, in a time period known as the Eocene, Oregon was a very different place than today. The beach would have been just west of where Bend is today. Globally, the Earth's overall temperature was about 10° C (18° F) warmer. The atmosphere was higher in CO₂, there were no ice caps and the globally-mild climate meant a world with only muted seasons.

During the Eocene this area looked much like modern-day Central America, the para-tropical, vine-laden rain forests of high-altitude southern Mexico, or the vine-laden volcanic environments of Southeast Asia. Volcanic peaks rose above the forest—perhaps as high as the modern Cascades. They produced lava, ash, and abundant mudflows.

The rocks produced by these volcanoes are known collectively as the Clarno Formation. These rocks—especially the mudflows—have preserved a superb record of the plants and animals that lived here 50 to 40 million years ago. They include the earliest horses, an early, cat-like predator known as *Patriofelis*, and a large, rhino-like animal known as a brontothere. The Clarno Formation forms the elegant Palisades of the John Day Fossil Beds National Monument's Clarno unit near Camp Hancock, about 20 miles south of Fossil. It is exposed only rarely along the John Day between Spray and the Thomas Condon Center.



The John Day Formation: Cooling climate, grassy savannah, ash eruptions:

Beginning 38-40 million years ago, the Earth's climate cooled. The principal driver of change was the opening of the Drake Passage that let ocean water circulate around Antarctica, providing a constant supply of colder water to the world's oceans. CO₂ levels also dropped as oceanic plankton blossomed and transferred carbon (as CO₂ and organic carbon in their remains) from the atmosphere to sea-floor sediment. The land that would become eastern Oregon also grew drier, with annual precipitation of 35 to 40 inches per year, based upon analysis of the ancient soils and plant fossils now exposed in the Painted Hills and north of the Blue Basin (Turtle Cove). The old Clarno volcanoes were quiet, but to the west, the Cascades produced explosive eruptions and voluminous ash.



Much of that ash fell into the John Day Basin. Here it forms the ash beds of the John Day Group of formations, about 18 to 38 million years in age. At the high school in Fossil, you can dig through a 33-million-year-old ancient lakebed deposit and find leaf imprints of oak, alder, maple, elms, and hickory, as well as Oregon's state fossil, the *Metasequoia* (also known as dawn redwood (*right*)). The landscape was dominated by hardwood forests growing among lakes and swamps, much like the southeastern United States today.



Metasequoia: 32 million years,
Fossil, Oregon

The Columbia River Basalt: Lavas flood the landscape.

The eruptions of the Columbia River Basalts here 16 million years ago in the Miocene time covered the landscape in basaltic lava. These lava flows are part of a huge volcanic province—the Columbia River Flood Basalts—that erupted between 17 and 15 million years ago, with sporadic eruptions continuing until 6 million years ago. Enormous volumes of very fluid lava



poured out of long fissures in northeastern Oregon and the area near the small town of Monument. Some lava flowed from Idaho all the way to Oregon's coast—the longest known lava flows on Earth! You'll see remnants of these great flows along most of these rides.

Lakes, Rivers, and Ice: Pliocene and Pleistocene deposits.

The John Day basin area experienced no significant glaciation or glacial floods during the Pleistocene, or ice age 1 million and 10,000 years ago. We do have the fossils of Ice Age animals, including Columbian mammoths—the largest of the mammoths. (Their smaller cousins, the woolly mammoths, lived to the north, mostly in Canada, Alaska, and Siberia.

Today, the John Day Basin is a place of relative geologic quiet.

1

FOSSIL-BLACK BUTTE LOOP

Distance: 12.5 miles out-and back loop.

Elevation gain: 1,420 feet

Difficulty: 3

Ride type: Hybrid : $\frac{3}{4}$ on well-maintained gravel county road, $\frac{1}{4}$ on pavement.

Cautions: Narrow shoulders on Hwy 19.

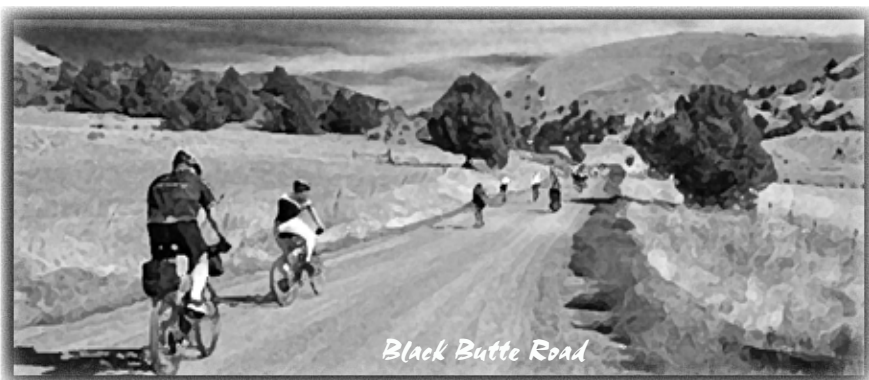
Features: Scenic countryside, basalts and ash-flow tuff, fast coast back to Fossil.

One-sentence summary: A ride mostly on gravel, through both open and forested landscapes, with a gradual rise and a final 4-mile blast downhill back to Fossil.

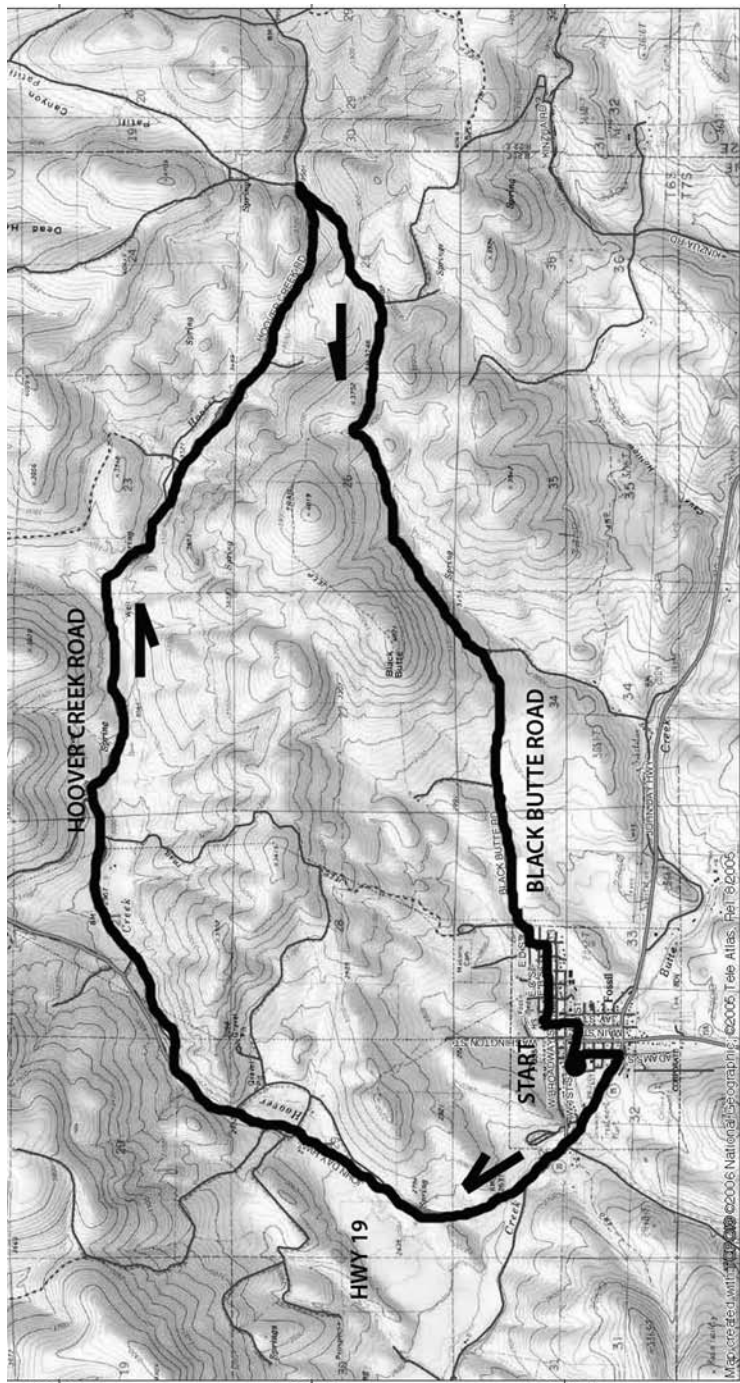
This ride begins at the Wheeler County Courthouse, 4th and Adams Streets, Fossil. You may park here. There are picnic tables and lots of shade. To begin, ride three blocks south on Adams Street to Highway 19. Turn right. In one mile, you'll pass Butte Creek Road on the left. From here, the highway rises gradually, passing through dark rhyolite outcrops at 3 miles. Just after the outcrops, turn right on Hoover Creek Road.

This is the old highway. It is nearly flat for the first $\frac{1}{2}$ mile, then rises to a junction with gravel road at 4.2 miles from the start. Turn right on the gravel road (Hoover Creek Road). The road climbs gradually, with just a few very short hills, as it follows Hoover Creek through ranchland and into a ponderosa pine forest. The basalt rim-rock on the north of the road is Columbia River basalt. To the south, the rocks are older—30-million-year-old ash flows and lavas.

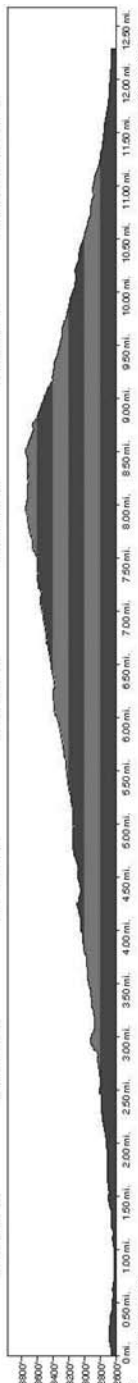
At 7.5 miles from the start, turn right on Black Butte Road, another well-maintained gravel road that angles into Hoover Creek Road, and rises sharply uphill for the first $\frac{1}{2}$ mile. The cream-colored outcrops here are Picture Gorge ignimbrite—remnants of a hot ash-flow that covered the landscape about 28 million years ago. Black Butte Road climbs only about 150 feet in 1.2 miles. It reaches its summit at 8.5 miles from the start. Black Butte, a flat-topped mountain capped by Columbia River basalt is on the right. From here, Black Butte Road plummets back to Fossil, meeting pavement in 3.5 miles, and allowing an easy coast the last $\frac{1}{2}$ mile through town back to the courthouse.



Black Butte Road



Map created with www.220006 National Geographic, ©2006, Teo Atlas, Per 182006



Distance: 34 miles Out & Back Loop.

Difficulty: 3

Elevation gain: 2,668 feet

Ride type: Hybrid: ½ on well-maintained gravel county road, ½ on pavement.

Cautions: Narrow shoulders on Hwy 19, Fossil to Mayville. Short, steep climb going east from Mayville. Gravel segments on some county paved roads. Watch for potholes.

One Sentence Summary: A ride with diverse views, including distant windfarms and wheat-fields, challenging hills and scenic canyons.

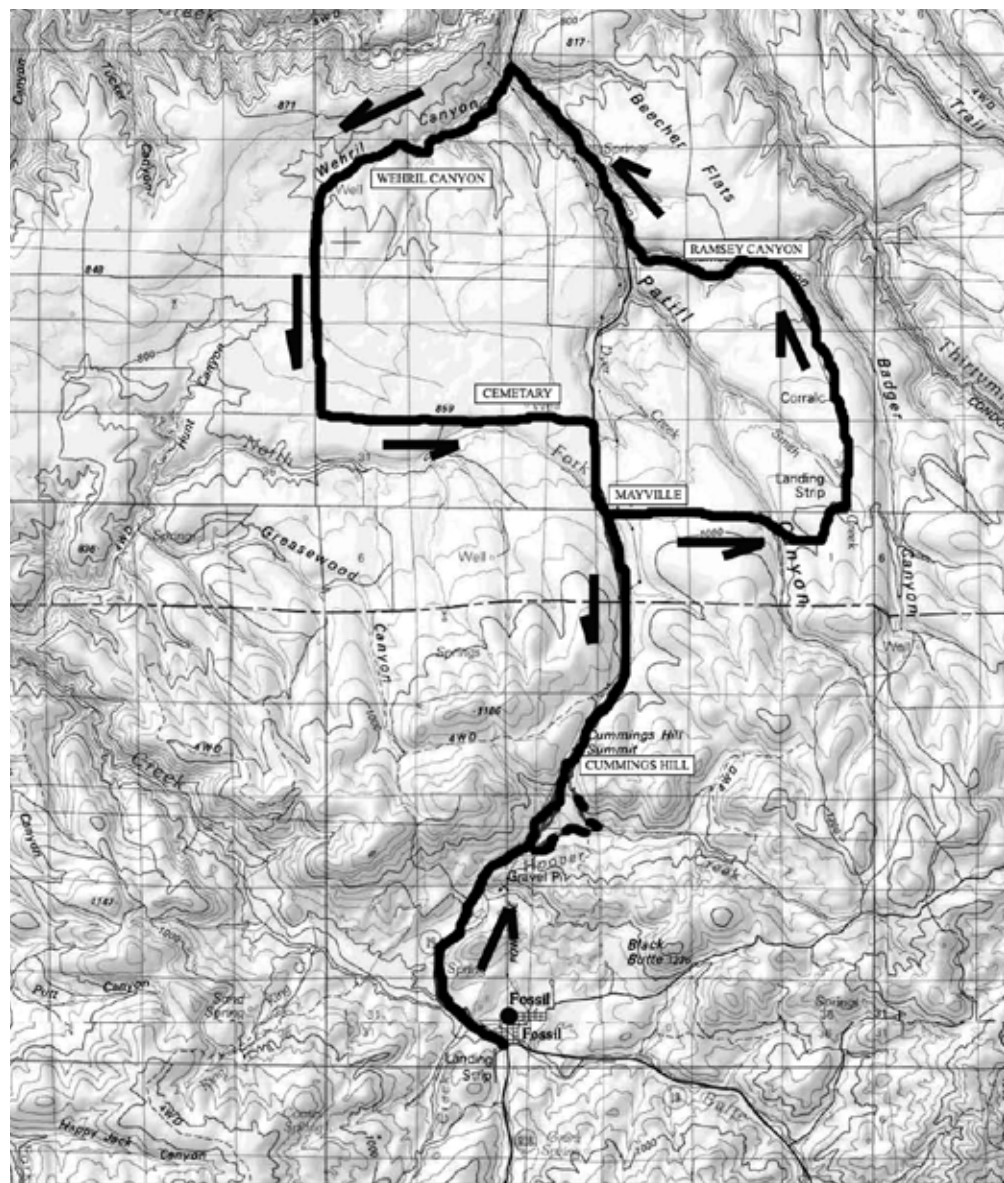
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Continue past Hoover Creek Road up the three-mile long Cummings Hill, a 6 percent grade that rises 700 feet in 2.5 miles. From the top of Cummings Hill, it's an easy ride to Mayville, 7 miles from Fossil. Turn right on the gravel road—you'll have to pedal hard in low gear to climb the steep—but short!—grade. The road leads across the high country, then drops past a vintage yellow ranch house in Patill Canyon. You'll climb out of the canyon in 2 miles, and turn left (north) on Ramsey Canyon Road, a paved Gilliam County road. It's an easy, flat to downhill ride for 3 miles. Then the road enters the deeper part of Ramsey Canyon, dropping back to Hwy 19 in another 2 miles, a total of 17 miles from the start in Fossil. At this junction, you'll find a small wayside park, complete with pit toilets, but NO potable water.

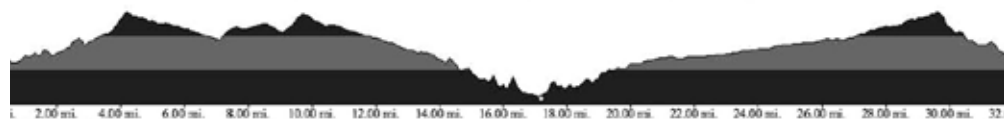
You can follow Hwy 19 just 3 miles (mostly uphill) back to Mayville here, then continue 7 more miles to Fossil for a total 27-mile ride back to Fossil.

Or, for a longer ride, turn right on Hwy 19, and continue slightly downhill for 2.5 miles. Turn left on Wehrli Canyon Road. This paved road rises through yet another scenic basalt canyon at an increasingly steep gradient, reaching the wheatfields at the top after a climb of 600 feet in 4 miles. Continue straight on this road to a crossroads where pavement turns left and there's gravel straight-ahead. Turn left on the gravel. In nearly 3 miles, you'll reach Highway 19. Turn right on the highway, and follow it almost to the top of Cummings Hill. You can bomb down on the highway, or choose to avoid traffic by turning left on Hoover Creek Road at the top of the hill and following this old highway down. Stay on the paved road. It returns to Highway 19 at the bottom of Cummings Hill. Continue to the Courthouse in Fossil.





Map created with TOPO!® ©2003 National Geographic (www.nationalgeographic.com/topo)



0 2.00 mi. 4.00 mi. 6.00 mi. 8.00 mi. 10.00 mi. 12.00 mi. 14.00 mi. 16.00 mi. 18.00 mi. 20.00 mi. 22.00 mi. 24.00 mi. 26.00 mi. 28.00 mi. 30.00 mi. 32.00 mi.

3

COTTONWOOD LOOP

Distance: 28 miles as loop ride, 34 miles as out-and-back.

Elevation gain: 1,520 feet (full loop) 800 feet (out-and-back)

Ride type: Hybrid (full loop) or Mtn (out-and-back): half on well-maintained gravel county road, half on Oregon Highways 207 and 19.

Difficulty: 4 (loop) 3 (out-and-back)

Cautions: Watch for rocks and potholes on pavement. Steep, curvy downhill on Hwy 218. Few developed rest-stops along the way. Carry plenty of water and a patch kit!

Features: Challenging 1,300-foot climb in 4 miles to do the full loop.

One-sentence summary: One of the most peaceful rides in Wheeler County, with a ride the follows small streams through shady gravel roads, until the climb and exhilarating downhill at the end.

THE RIDE:

From the Wheeler County Courthouse in Fossil, ride 2 blocks south on Adams Street, then turn left on Hwy 19 for 2 blocks, and then right on Hwy 218 (To Clarno, and Antelope).

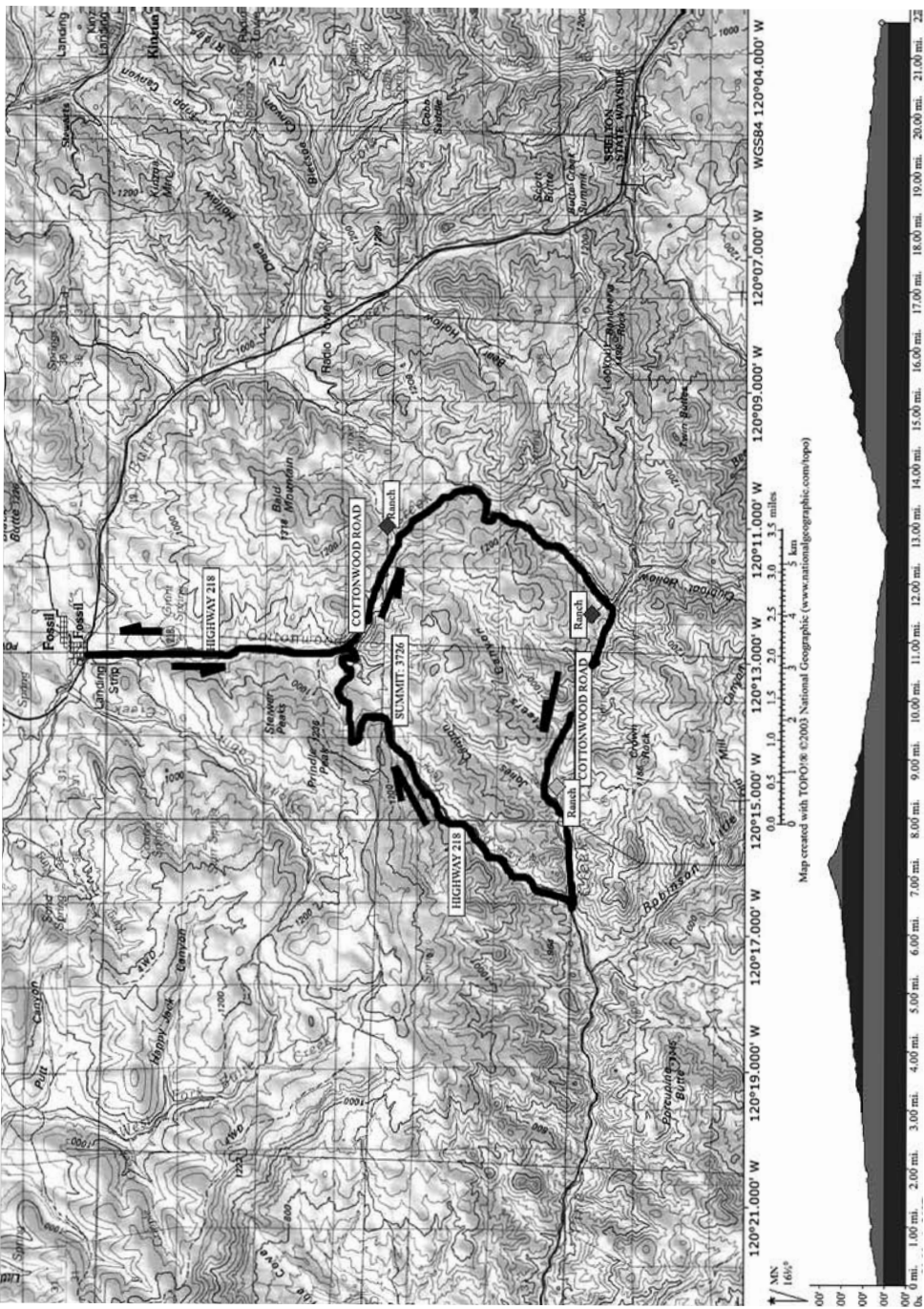
The road rises gradually for four miles, passing ranches and hay fields. At four miles, turn left on Cottonwood Road, a gravel road that ducks into shady riparian forest and follows Cottonwood Creek for the next 4 miles. The gravel road rises gradually, passing native pastures, a large farm pond, and (generally) friendly cattle.

At 2 miles, ranch driveway heads left. Continue right on the main road. At 3 miles from the start of gravel (8 miles from Fossil) the road switchbacks and climbs abruptly for 0.5 miles.

Seven miles from Fossil and 3.5 miles from the start of gravel, you'll start downhill, following upper Pine Creek for 6 miles to the junction of Cottonwood Road and Highway 218. Mountain bikes might want to turn around for an out-and-back ride. It's 13 miles back to the highway on gravel, and then 4 miles back to Fossil, for a 34-mile out-and-back ride.

If you want a challenging hill climb, turn right on Highway 218. It's 1,300 feet in 4 miles to the top, and then an 1,100-foot downhill back to Fossil in 9 miles, for a 28-mile loop ride.





4

FOSSIL-CLARNO OUT & BACK

Distance: 18.5 miles to Clarno; 39 miles out-and-back.

Elevation gain: 2,850 feet (full out-and-back)

Ride type: Road

Difficulty: 4

Cautions: Watch for gravel, rocks, and potholes on pavement. Steep, curvy downhills. Few developed rest-stops along the way. Carry plenty of water! It will be significantly warmer at Clarno and along the return climb than it is at Fossil, almost 2,000 feet higher in elevation. Challenging 1,300-foot climb in four miles on the return trip.

From Fossil, ride south on OR Hwy 218. The road rises gradually for four miles, passing ranches and hay fields. At four miles, it begins a more serious 2.5 mile, 500-foot climb. Then it's a fast four-mile downhill before the grade flattens. This is a 12-mile downhill that will take you to the John Day Fossil Beds Clarno Unit—where mudflows entombed entire subtropical forests some 45 million years ago. There is a parking area at 15 miles with pit toilets and water, and a short trail to explore the ancient rocks. Pedal on past OMSI's Camp Hancock's entry, and continue uphill and then down to the John Day River at Clarno. There's nothing here but a bridge and BLM boat launch—and lots of scenery. Return as you came.



5

BUTTE CREEK OUT & BACK

Distance: 11.5 miles to end of road (ranch gate); 23 miles out-and-back.

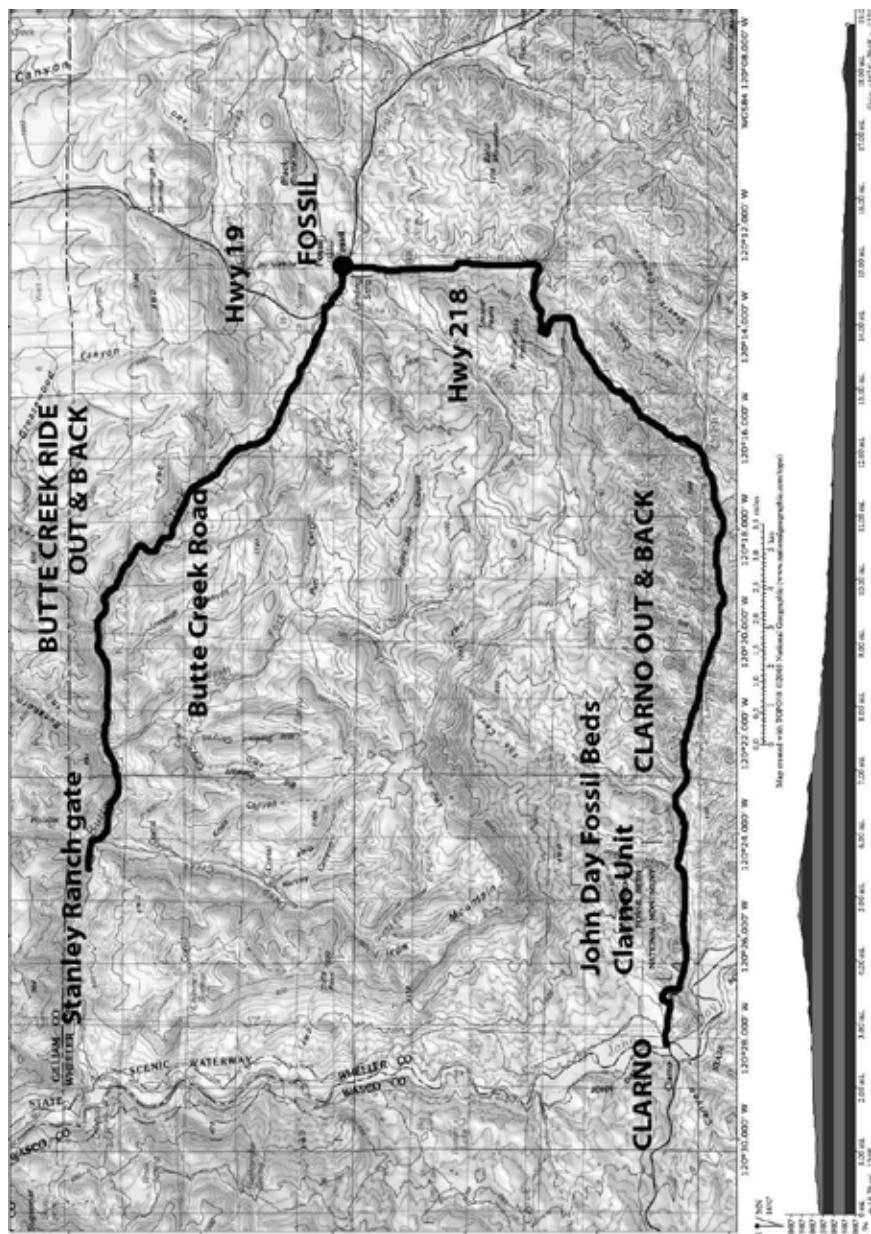
Elevation gain: 1,150 feet (full out-and-back)

Ride type: Mountain or hybrid

Difficulty: 2

Cautions: Carry plenty of water and a patch kit! In some places, gravel may be loose.

From Fossil, turn northwest (right) on Highway 19 and ride about a mile to Butte Creek Road, a gravel road on the left. The first three miles are nearly flat. You'll pass the Wilson Ranch B&B house at 2.5 miles from Fossil. The road begins to steepen downhill at a mile past Wilson's as it enters the scenic canyon of Butte Creek. Look for beaver dams in the stream and abundant wildlife, including golden eagles. This road once allowed a ride all the way to the John Day River, but now it is truncated by a huge gate of the Stanley Ranch, which you'll reach 11 miles from Fossil, and about 3 miles short of the river. Return as you came.



6

**FOSSIL-TWICKENHAM-SERVICE
CREEK LOOP**

Distance: 45 miles

Ride type: Road

Difficulty: 5

Elevation gain: 5,420 feet

Cautions: Lots of gravel and potholes on Rowe Creek Road and last 4 miles downhill to Service Creek

Summary: A great training ride through one of Wheeler County's most spectacular river valleys, and a Gonzo downhill at the end.

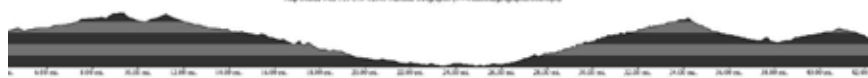
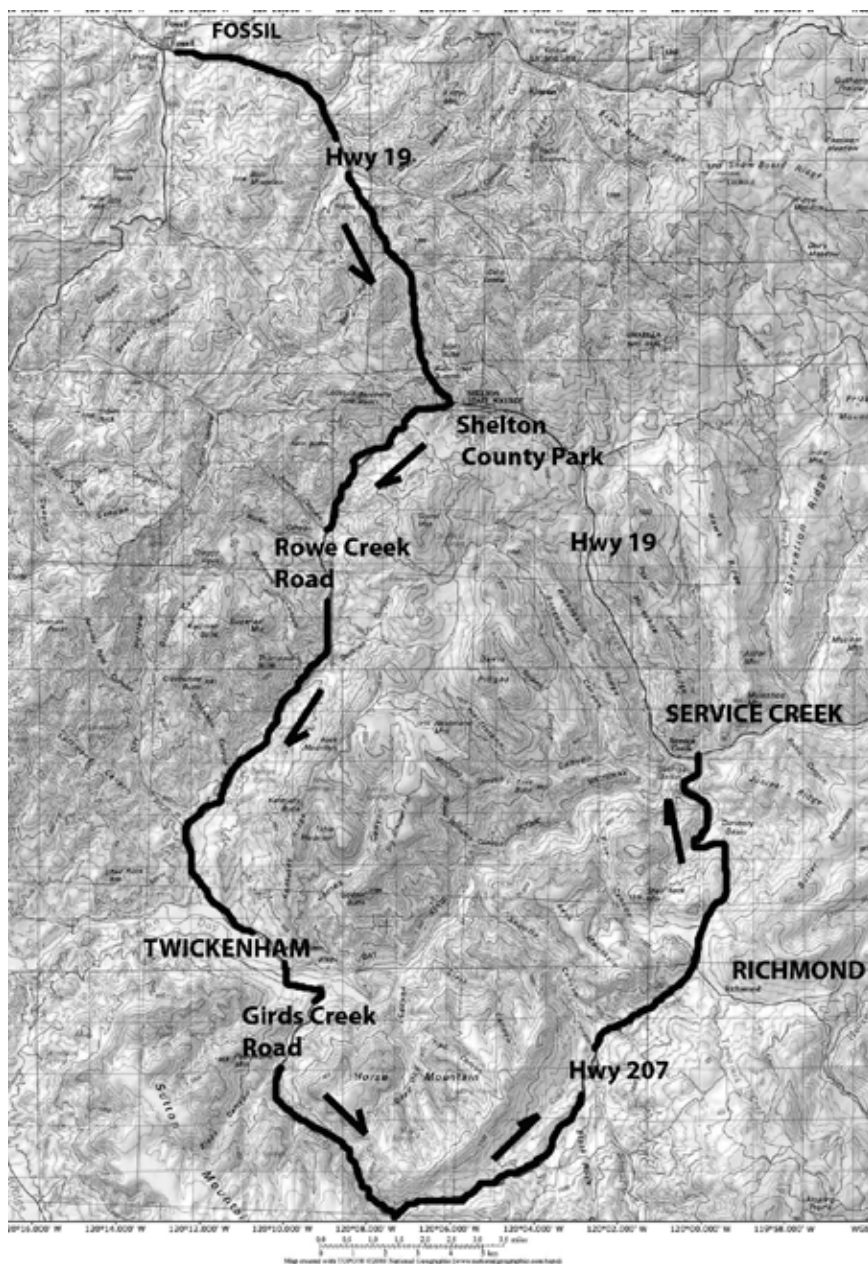
The recommended way to do this ride is to drop a vehicle at Service Creek (the ride totals 45 miles to this point) to provide transport back to Fossil. Otherwise, it's a 20-mile pedal back to the barn, with 11 miles of uphill, and 9 miles of downhill.

From Fossil, ride east on Hwy 19. This route is a gentle, though increasingly steep ride to Butte Creek Summit, 9.5 miles from Fossil. About ½ mile past the summit, turn right onto Rowe Creek Road. This road is narrow, and may have potholes, so watch for road hazards. It drops and rises, then begins a long downhill to the John Day River. In 8 miles from the road's beginning, you'll find a small artificial lake, Rowe Creek Reservoir, on the right. At 24 miles from Fossil, you'll cross the John Day River. At the intersection just past the bridge, bear left (east) on Girds Creek Road. Follow Girds Creek about 5 miles through a narrow, scenic canyon carved into Columbia River basalt.

At 31 miles from Fossil, Girds Creek Road meets Oregon Hwy 207. Turn left (uphill) on the highway. At the summit (a 300-foot climb in 3 miles) you'll see the small town of Richmond on the right. Stay on Hwy 207, and continue down Donnelly Grade ten miles to Service Creek. Donnelly Grade is a spectacular downhill, on a relatively narrow road. You'll drop 10 miles to the John Day River, losing a hard-won 2,000 feet of elevation.

Hwy 207 meets Hwy 19 at Service Creek. The Service Creek Stage Stop and Lodge is a full service restaurant, store, and bed and breakfast. It's 20 miles to Fossil from here, with an 1,800-foot climb in 11 miles from Service Creek (1,659) to Butte Creek Summit (3,810)





7

KAHLER BASIN LOOP

Distance: 20 miles

Ride type: Road

Difficulty: 4

Elevation gain: 2,150

Cautions: Ten miles, much of it climbing, along Hwy 207. Narrow shoulders. Watch for gravel, rocks, and other road hazards.

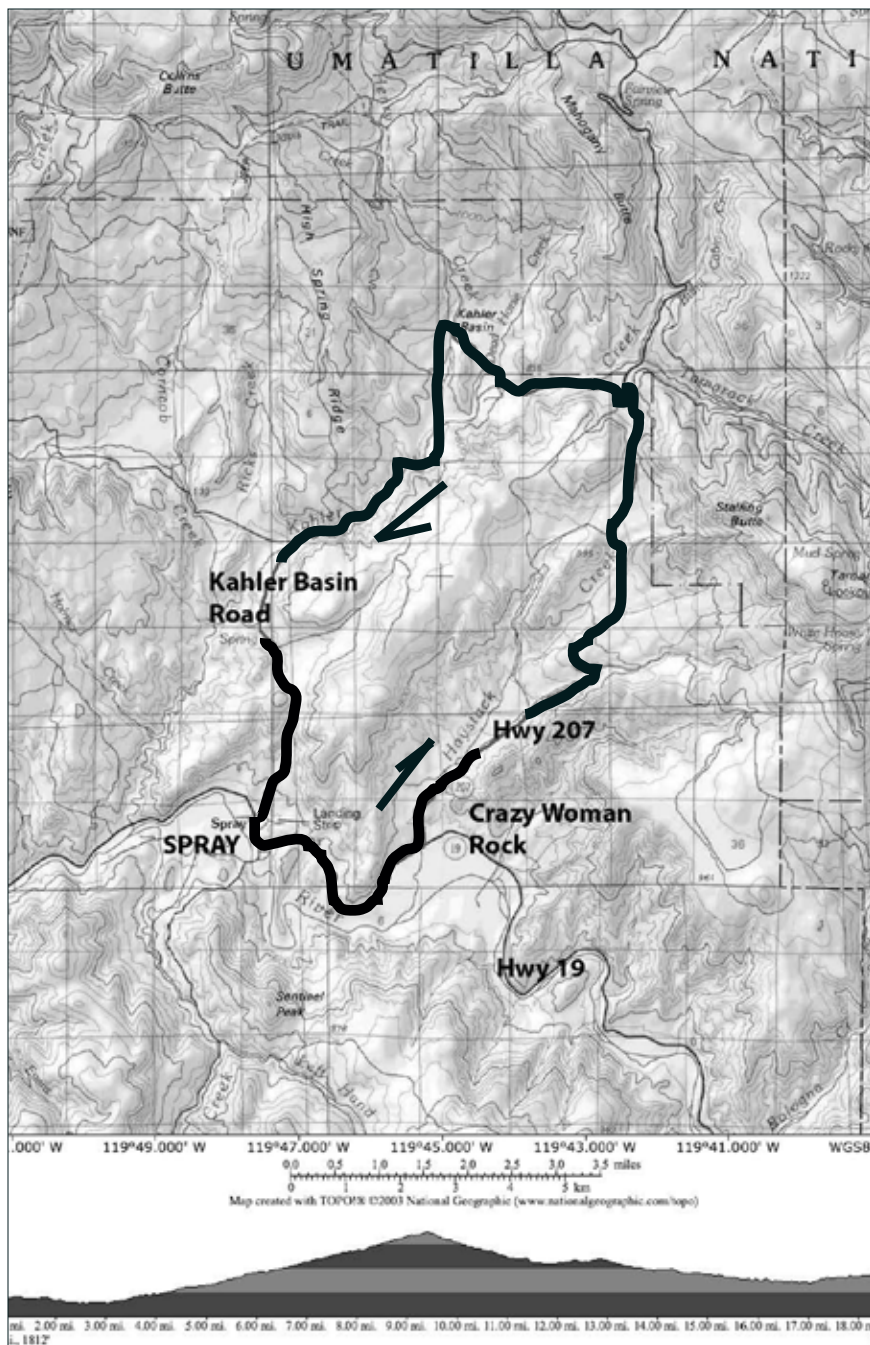
Summary: Visit two open valleys with colorful landscapes.

From Spray, ride east on Hwy 19/207. You'll climb slightly getting out of town, then be treated to a nearly flat ride for 2 miles. Three miles from Spray, turn left on Hwy 207. The light-colored outcrops near the junction are known as Crazy Woman Rock for a woman who once threatened to commit suicide by leaping from the top. She was convinced to change her plan, but the name stuck.

From the junction, Highway 207 begins a gentle rise, and 6 miles from the start in Spray, you'll climb around a hairpin turn. The highway climbs another 500 feet in 4 miles. You'll find Columbia River basalt as the cap-rock.

The highway meanders through forest and pastures. Ten miles from Spray, and 1.5 miles past the summit (3,155 feet) Kahler Basin Road turns left off the highway. This road is narrow, but paved. It follows Kahler Creek and its tributaries into Kahler Basin—an open landscape with more of the Haystack Formation's light-colored outcrops. These rocks are about 25 million years old. They have yielded fossils of ancestral camels, rhinos, three-toed horses, and ancestral dogs known as Tomarctus. Leaf fossils include elm, alder, willow, and oak. 25 million years ago, the climate was temperate, though a bit warmer than today. Follow the road back to Spray.





8

WINLOCK-ALDER CREEK LOOP

Distance: 29 miles

Ride type: Road

Difficulty: 3

Elevation gain: 2,060 feet.

Cautions: Ten miles along Hwy 19. Narrow shoulders. Watch for gravel, rocks, and other road hazards.

Summary: An up-hill-down-hill ride with lots of flat at the end as well. Offers Haystack Formation, possible fossil leaves to collect, stunning view of John Day basin, and a rare look at pillow basalts.

The ride begins in Spray at the Spray School. While the directions here provide a slightly steeper gradient, the ride along Highway 19 is safer in the west-to-east direction followed here. From the west side of the school, take Kahler Basin Road northwest. The narrow paved road climbs briefly out of Spray, then rolls through ranch country and along Kahler Creek for 5 miles. Light-colored rocks along the way are part of the Haystack Formation—about 28 million years old. These rocks have yielded fossils of three-toed horses the size of a modern Shetland pony (*Miohippus*), as well as large rhino-like animals (*Brontothereum*), camels, and ancestral dogs (*Tomarctus*)

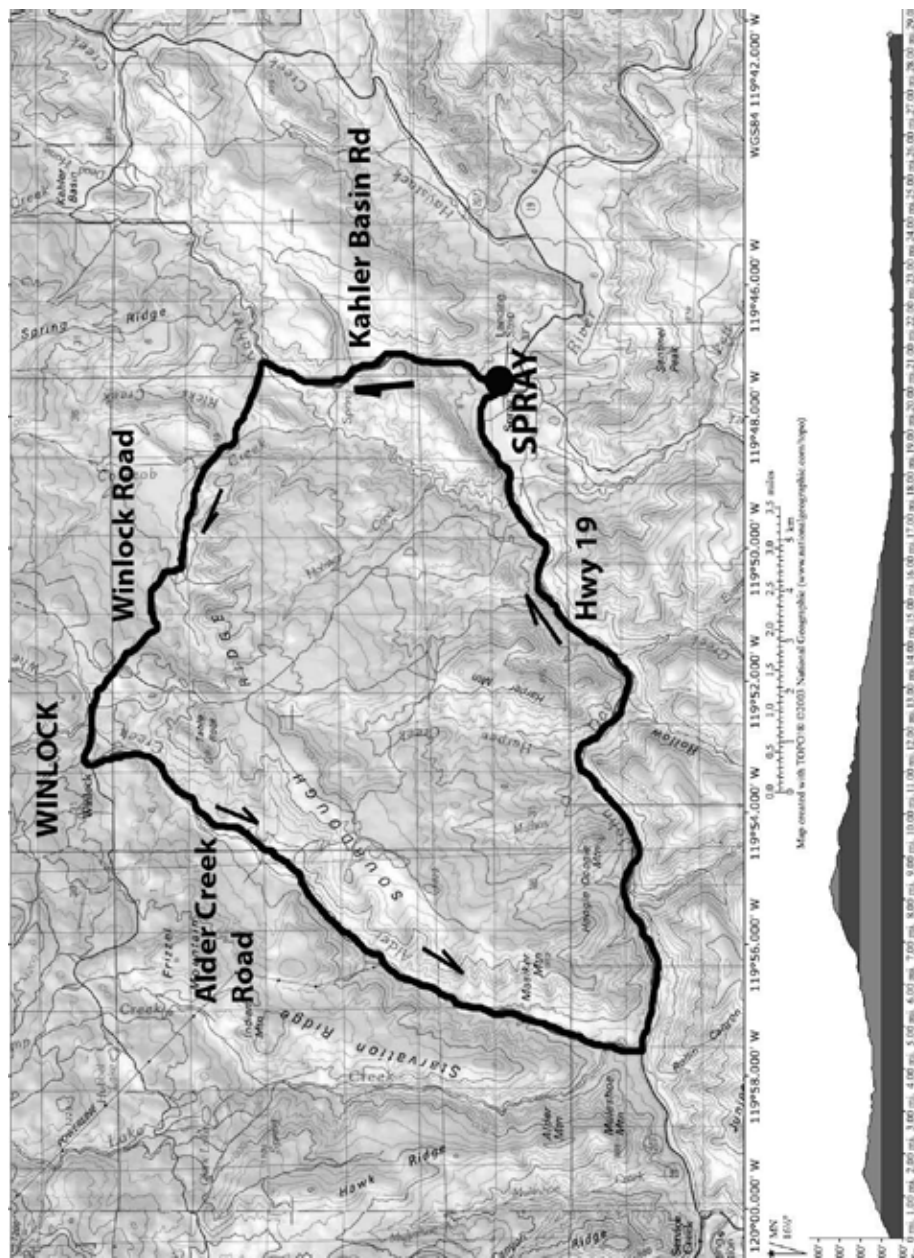
At 3.5 miles, a junction offers a turn left toward Winlock. Turn left here (Winlock Road). Several outcrops along this road offer the opportunity to find fossil leaves of Oligocene age—about 33 million years. The paved road has several short steep pitches, and one long grade, and for ½ mile, a steep (8%) climb up Sourdough Ridge to Winlock, 10 miles from the beginning in Spray.

Today, there's nothing not much at Winlock except a large, modern fire station—a reminder that this area has been hit hard by forest fires, including the 90,000 acre Wheeler Point Fire of 1996. Winlock was once a center for the regional ranches, with a post office established in 1888.

From the fire station at Winlock, head downhill on Alder Creek Road. The road leads through alder groves, cottonwoods and water-birch along the creek. 6 miles from Winlock, and 16 miles on your way, look in road-cuts and a rock quarry for pillow basalts—the vestige of a Columbia River Basalt flow that encountered water here—likely a small lake some 16 million years ago.

At 18.5 miles on your ride, you'll reach the junction of Alder Creek Road and OR Hwy 19. Turn left on the highway for an easy, nearly flat ride for 9 miles east along the river, back to Spray. You'll find the BLM's Muleshoe Park just 1 mile along the way—it offers pit toilets and a place to rest by the river.





9

KIMBERLY - MONUMENT

And Barber-Pole Butte!

Distance: 52 mile loop, Hybrid, 40 miles, out-and-back Road

Ride type: Hybrid (or out-and-back to Hamilton as Road ride.)

Difficulty: 4

Elevation gain: 1,838 feet

Cautions: If you take the gravel portion, be sure your tires are up to it! Steep grades on hill to Hamilton, miles 18-21.

Summary: Rugged valley of the North Fork, John Day River. Barber Pole Butte is red and white striped peak composed of Big Basin Formation.

Begin at the Kimberly Store. In less than a mile, you'll find the Thomas Orchards store. This orchard has been in operation since the late 1800s. Today they grow organic as well as conventional fruits. The road follows the North Fork of the John Day River, a stream with headwaters in wilderness, and much of its course also in wilderness area (North Fork, John Day Wilderness.) The town of Monument, 13 miles into the ride, offers a store, motel and resort area, and even a bar.

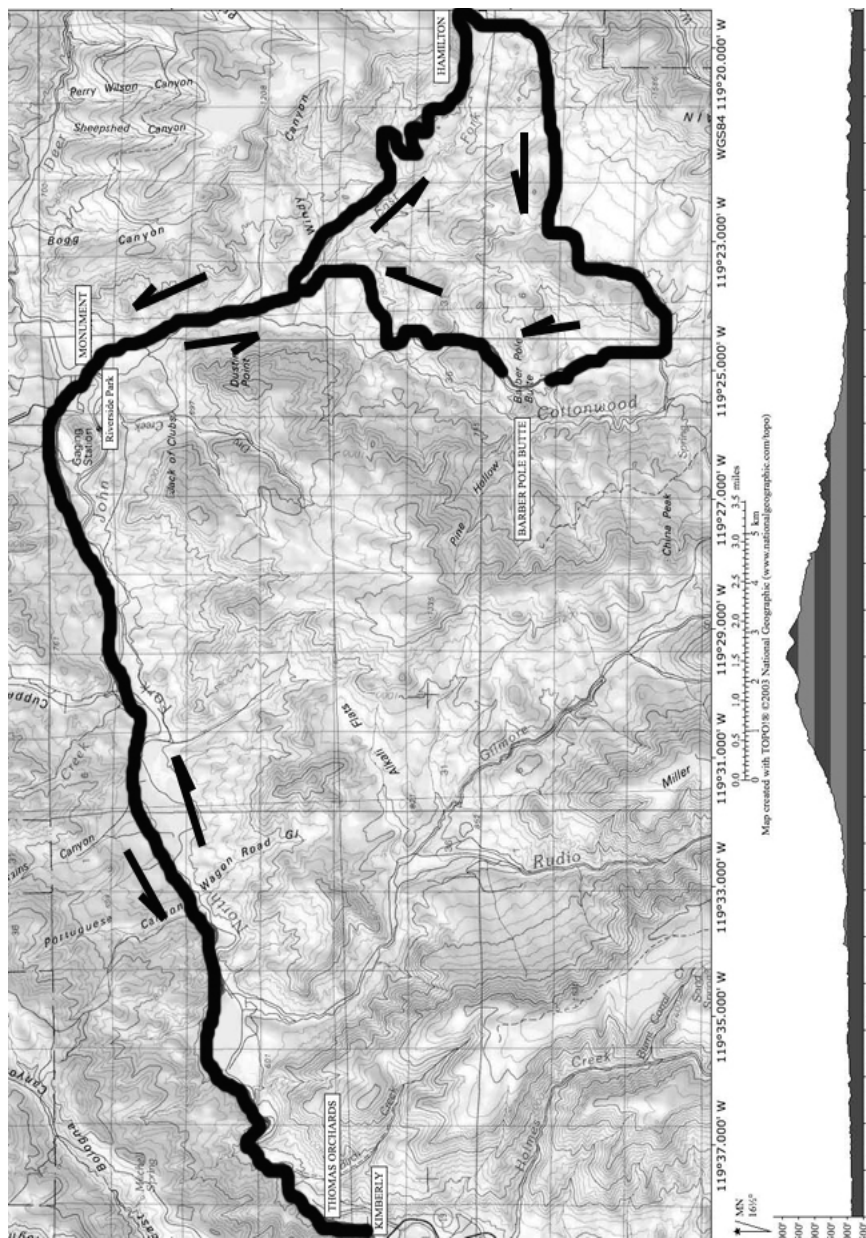
From Monument, continue on Hwy 206 toward Hamilton, seven miles ahead. Note the nice riverside park with rest area and picnic tables (marked "Boat Launch") on the right just before you cross the North Fork when heading out of town.

From Monument, the road rises first gradually, then steeply. You'll pass the red and white outcrops of the Big Basin Formation. 38 million years ago these same rocks (then tropical soils) supported a subtropical forest that included palms, bananas, fig trees and other tropical plants.

The climb steepens, with several short (100 yard) stretches of 8% grade. After three miles of climbing, you'll have gained 1,200 feet. Then it's a gentler drop into the community of Hamilton.

From here, if you are on a road bike, you can enjoy the brisk trip back down the paved highway. Hybrid bikes with good tires and/or spares and plenty of water can continue on a scenic gravel loop that takes you downhill and past "Barber Pole Butte—a stark hill of red and white strata.

Return to the highway after 12 miles of gravel, and follow the same route back to Monument in 6 miles, and the starting point at Kimberly in another 13 miles.



Distance: 50 miles one-way; Century, R/T.

Ride type: Road

Difficulty: 2

Elevation gain: 535 feet (total elev. gain: 1,235 feet)

Cautions: Narrow shoulders, some gravel on roadsides.

Features: Columbia River basalts, John Day Fossil Beds National Monument, Thomas Condon Paleontological Center. Makes a good weekend out-back ride.

Summary: This ride follows the John Day River, and runs from Service Creek, where Oregon Highway 19 meets the river, to Dayville. It travels upstream largely because the road shoulders and rest-stop options are more favorable for cyclists when riding the route from Service Creek to Dayville on the River side of the highway, than cramped along road-cuts and driveways.

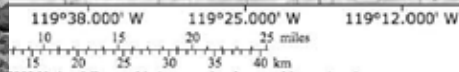
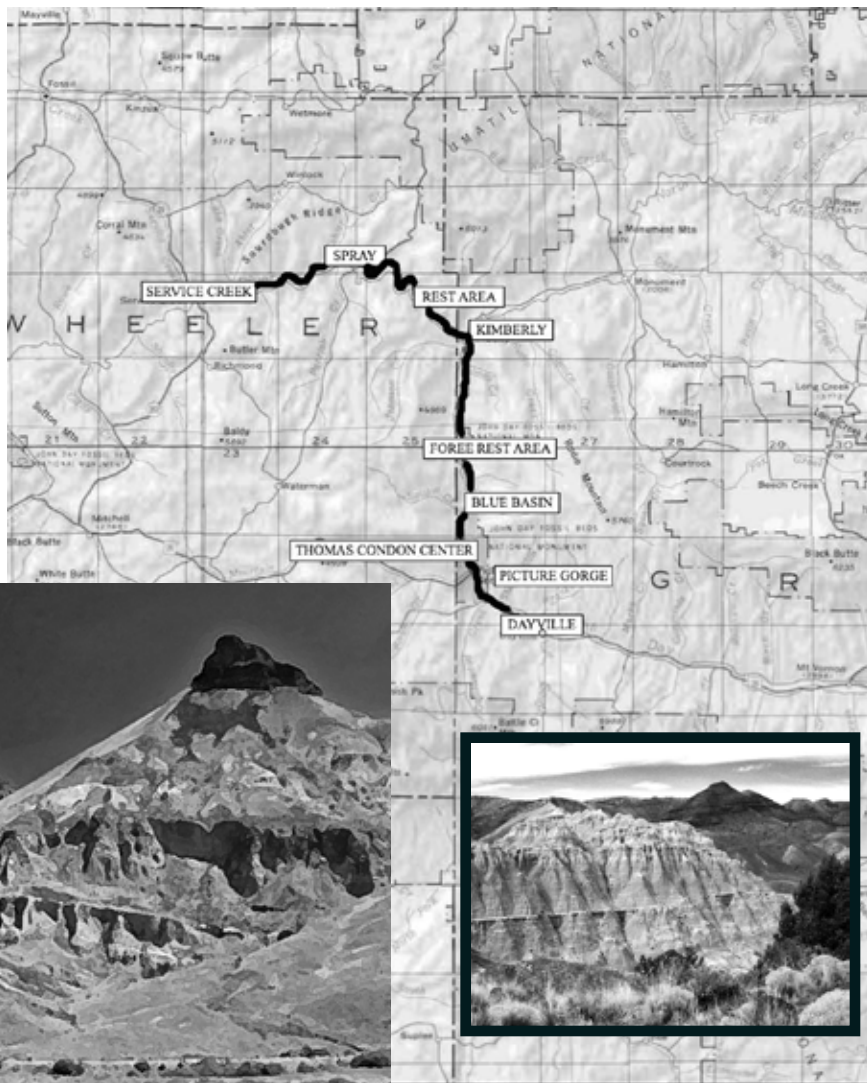
Begin at Service Creek Lodge—a restaurant/bed and breakfast, general store, and rafting center on the John Day River. The route on Hwy 19 navigates cliffs and outcrops of thinly columned Columbia River basalt. These rocks are part of the lavas erupted near Monument 16 million years ago, and are known as “Picture Gorge” basalts. Their thin columns and fractured appearance are the result of rather rapid cooling, and a very iron-rich composition.

It’s a 12.5 mile ride along the river to the next community, Spray, where there are two stores, one of which includes a café. Spray was once a center of sheep-herding. Today, it is looking for it’s next mission. (Perhaps cycling?) From Spray, continue east on Highway 19. Three miles out of town, you’ll find a junction with Highway 207. For this ride, continue straight on Hwy 19. The light colored knobby rock outcrop on the left is known as “Crazy Woman Rock.” The name commemorates a local woman who threatened to commit suicide by leaping from it’s summit many years ago. She was, evidently, talked down to safety. The formation is part of the Haystack Formation—a 22 million-year-old fossil-rich and ash-rich strata with fossils of ancient camels, dogs, horses, and many more strange creatures.

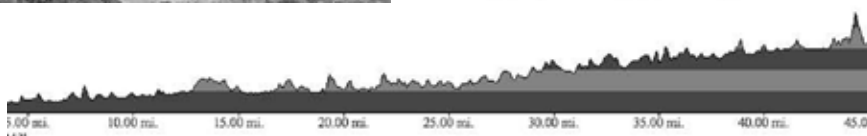
At 21 miles from Service Creek, a rest area along the river provides a pit stop and lots of shade. At 25 miles, you’ll find the Kimberly store. Then, continue on Hwy 19, cross the North Fork of the John Day River, and pedal onward. Here, the road turns south. You’ll begin seeing the colorful cliffs of the John Day Formation beneath the dark basalts. Blue-green rocks are part of the “Turtle Cove” beds about 38-30 million years old, and darker reds are the “Big Basin” beds, about 38-40 million years old. The dark reds represent ancient tropical soils. Some 40 million years ago, this landscape would have resembled modern Costa Rica in landscape (big volcanoes), plants, rainfall, and climate.

At 32 miles, you’ll enter the John Day Fossil Beds National Monument. There’s a rest area at Foree Basin (34 miles—but a half-mile up-hill pedal) and also at Blue Basin. If time allows, hike the trail into or around the Blue Basin. Another must-do stop is at the Thomas Condon Paleontologic Center (mile 42). From the Center, it’s a two-mile ride to Highway 26 at Picture Gorge. Turn left here, and follow US 26 eight miles east to Dayville, 50.5 miles from the start. There’s a café, general store, and two B&Bs (Fish House, and The Last Resort).

The return ride to Service Creek is mostly a gentle downhill. It makes an easy--and interesting--Century ride!



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SPRAY-WATERMAN-SERVICE-CREEK LOOP

11

Distance: 47 miles

Difficulty: 5

Elevation gain: 1,807 feet

Ride type: Hybrid: 2/3 on well-maintained gravel county road, 1/3 on Oregon Highways 207 and 19.

Cautions: Some traffic on Hwys 207 and 19; watch for rocks and potholes on pavement. Steep, curvy downhill on Hwy 207. Few developed rest-stops along the way. Carry plenty of water and a patch kit! Uphill for 13 miles.

Summary: Lung-numbing climb at the start of the ride, followed by gentler grades, scenic open country, and true back-country roads.

From the Riverside park in Spray, cross the John Day River and turn right. This road (Waterman Road) hugs the riverbank for a bit, then turns away from civilization, climbing steeply for a mile of well-compacted gravel, then a bit more gently, with a total of 13 miles climbing along Parrish Creek. Along the way, you'll see fluted basalt outcrops, plenty of bunch-grass-covered hills, and pine forests in the Parrish Creek riparian area.

In 13 miles you'll top out at 4,200 feet. Then there's four miles of easy flat to slight downgrade to reach Waterman, 17 miles from Spray. Waterman is just a road junction, marked by a large old, and sway-backed barn. A road turns right here, marked for Richmond. This is one of the most scenic rides in Wheeler County, with forest to ride through, and Iron Mountain towering above you on the right.

From Waterman, there's five miles of gentle climb along the base of Iron Mountain. Then you'll begin a 6-mile descent to the settlement of Richmond. The road may be muddy in the spring, so ride with caution. Richmond, 28 miles from the start, is not a true ghost town—it boasts about a dozen residents, as well as an historic church that still hosts concerts and occasional services. Established in 1890, it was named for the Confederate capitol. It served as a trade center for surrounding ranches on the high plateau until roads improved and gas-powered vehicles made getting to town for supplies easier.

Highway 207 lies two miles past Richmond. It's a steep downhill on the "Donnley Grade" to the John Day River 5 miles farther. Watch for gravel on the road—and drivers who do not expect bikes. From bridge across the John Day, about 1 mile to the junction with Highway 19. There are two opportunities here to pause. The BLM Service Creek boat launch park, just before Hwy 19, offers pit toilets (and little else!). At the junction of Hwy 19, you can turn left and ride ¼ mile to the Service Creek Stage Stop—a restaurant, lodge, store, and rafting oasis.

From the junction of Highway 207 and 19, turn right and head toward Spray. It's a nearly flat pedal along the river. Look for rocks and potholes along the roadway. One pit-stop is available at Muleshoe Park, six miles from the Hwy 207-19 junction.

PAINTED HILLS-TWICKENHAM LOOP

12



Distance: 16 miles

Elevation gain: 1,420 feet

Difficulty: 3

Ride type: Mountain Bike

Cautions: On Burnt Ranch Road watch for ranch traffic and other large trucks (including boaters and raft outfitters) that are un-accustomed to seeing bikes (or anything else) on the road.

Summary: Follows gravel two-track roads with river access and astounding scenery, including Painted Hills National Monument.

This ride begins at the Painted Hills Unit, John Day Fossil Beds picnic and parking area. You can actually start by exploring the gravel roads through the park area on your bike. These rides take up about 2 miles of hilly travel. From the parking lot/picnic area, a gravel road climbs along the slope of Carroll Rim, leading to an overview of the Painted Hills themselves. You can continue downhill past the overview turnoff and bear right in $\frac{1}{4}$ mile to the Red Hill walkway—a short stroll on a board walkway through an astonishing red landscape.

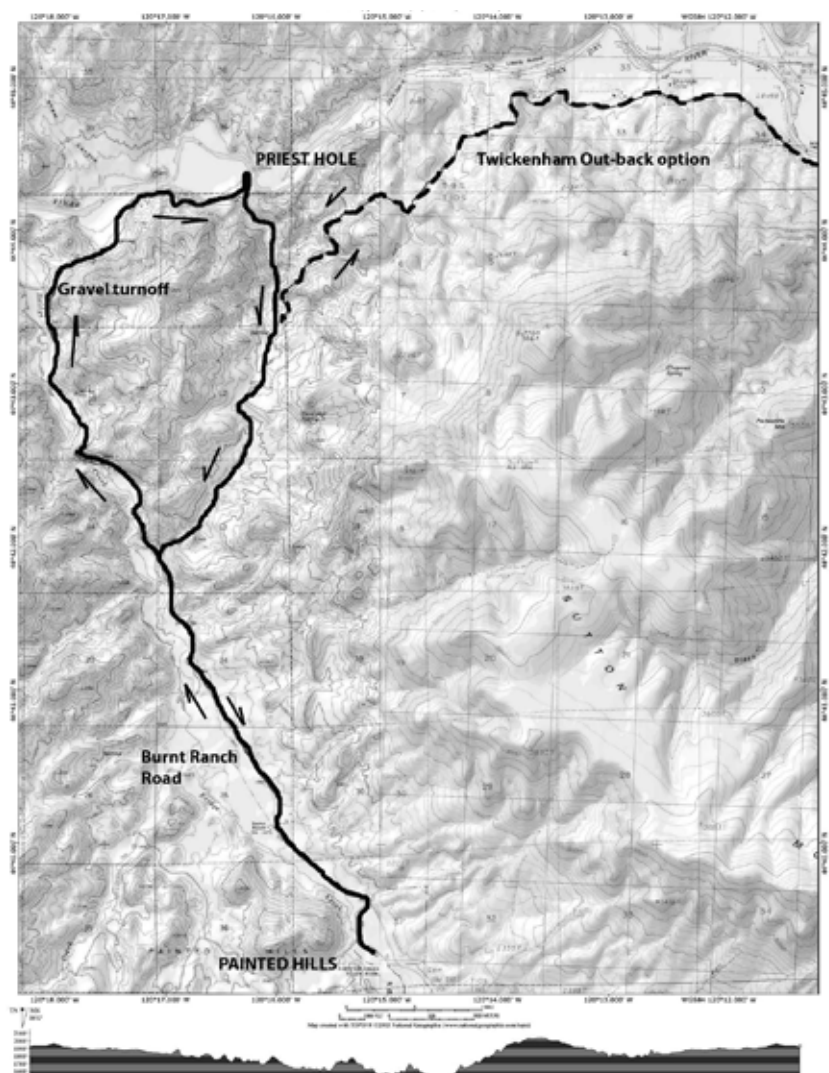
From the parking area, return to the main road, but turn left, onto gravel (Burnt Ranch Road). The road is relatively flat, and heads north, passing Sutton Mountain on the east. Outcrops are the remnants of volcanoes that erupted here. About 45 million years ago when the climate was sub-tropical, the coast was only 20 miles or so to the west, and the landscape resembled modern Costa Rica.

Four miles from Painted Hills, you'll find a gravel road to the right. **DO NOT TAKE THIS ROAD!** (You'll be returning on it!) Continue on Burnt Ranch Road another mile and a half to a smaller gravel road (with no name) that takes off to the right, climbing a long hill. This road takes you to an overview of the John Day River's canyon, and to Byrd Rock—a stark pinnacle to the north that is the root of one of the ancient volcanoes.

At 8.2 miles, the road returns to the river. One spur heads north about 100 yards to a BLM boat launch site on the John Day River (Priest Hole). Take this side trip, and enjoy the water. Then ride south, and up a small canyon for about 1.2 miles. Here, the small road meets a larger gravel road.

If you want to continue the ride, you can turn left (east) and enjoy all or part of a 7.2 mile ride on gravel to the John Day River at Twickenham. The first 1.2 miles are uphill, then the grade flattens and rolls, and finally, drops into the community of Twickenham. The views along the way are extraordinary. This is an out-and-back ride which will return you to this point.

If you'd rather not try the Twickenham option, then turn right to return to Painted Hills, following the road down-hill for two miles, then turning left (south) on Burnt Ranch Road, and riding 4 miles back to Painted Hills/John Day Fossil Beds National Monument.



13

Painted Hills-Cherry Creek

Distance: 15 miles one-way, 30 miles r/t.

Elevation gain: 750 feet (one way)

Difficulty: 3

Ride type: Mountain/Hybrid Bike

Cautions: On Burnt Ranch Road watch for ranch traffic and other large trucks (including boaters and raft outfitters) that are un-accustomed to seeing bikes (or anything else) on the road.

Summary: Follows gravel two-track road overlooking John Day River. Rolling topography with some steep hills and narrow roads high above river.

This ride begins at the Painted Hills Unit, John Day Fossil Beds picnic and parking area. From the parking area, return to the main road, but turn left, onto gravel (Burnt Ranch Road.) The road is relatively flat, and heads north, passing Sutton Mountain on the east. Outcrops are the remnants of volcanoes that erupted here 45 to 50 million years ago when the climate was sub-tropical, the coast was only 20 miles or so to the west, and the landscape resembled modern Costa Rica.

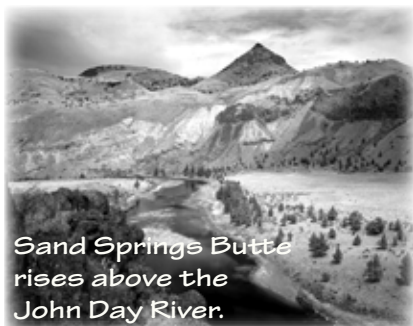
Four miles from Painted Hills, you'll find a gravel road to the right. DO NOT TAKE THIS ROAD! Continue on Burnt Ranch Road to 6.5 miles from the start at Painted Hills. The road meets the John Day River at Burnt Ranch where, in 1883, a group of Bannock Indians burned the previous house and barn to the ground. An astounding pinnacle, Byrd Rock, rises above the river here. It is one of many roots of the ancient volcanoes that you'll find along the river and the ride.

Continue on Burnt Ranch Road. The gravel road passes ranches and residences for the next 1.5 miles. Then it rises and turns away from the river. At a hill-crest at 9.5 miles, you'll see a large (and not very friendly) sign announcing the beginning of the Cherry Creek Ranch. The road is a public road, and the sign warns that private lands here are just that. The ride descends to near the river, and then rises to navigate a relatively narrow stretch perched atop a cliff above the river. The view here is spectacular—with the river below, and two major buttes across the river—Sand Springs Butte to the left, and Amine Peak to the right. Both are the solidified necks of a very ancient volcano that erupted here about 50 million years ago.

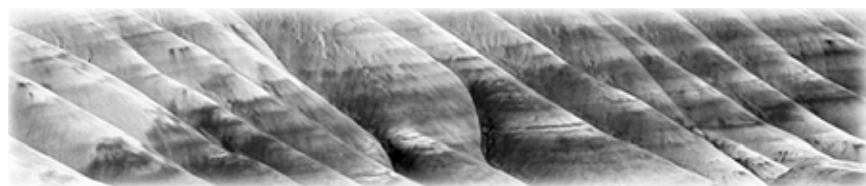
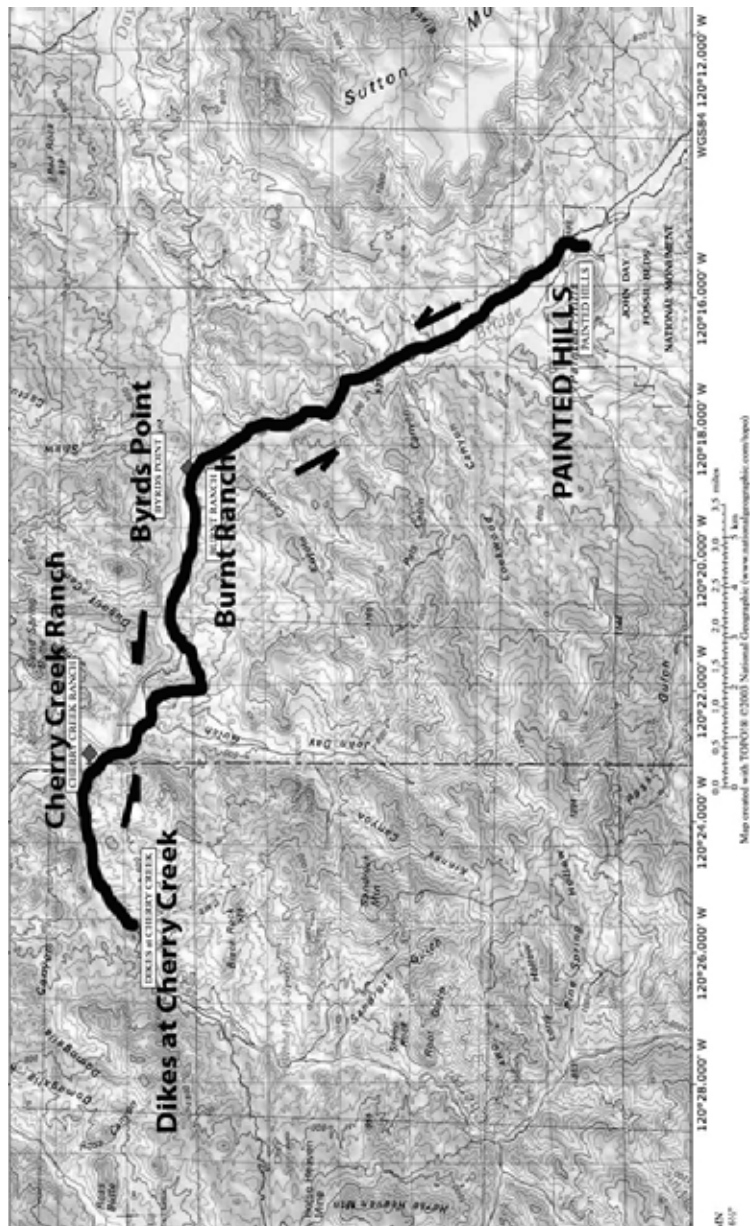
The road descends steeply then flattens for the trip past the Cherry Creek Ranch barns and house (Bear left, as the signs indicate!) You may encounter ranch dogs here. Just before you get to the ranch house, note the outcrops on the left. They are part of vents that fed a huge volcano here about 50 million years ago. From the ranch, the road is less graveled, and less maintained. It's a good ride in the summer when it's dry, but after a heavy rain, or in the spring, expect mud!

To find some outstanding examples of igneous dikes—some of the feeder dikes of the old volcano—continue 2.5 miles past the ranch, staying on the main road. This is a flat ride. The road fords Cherry Creek, and then enters a small gorge carved through rock outcrops that look like stacks of logs. The "logs" are actually basalt columns, stacked sideways. The rocks in the outcrops along Cherry Creek represent multiple dikes that fed a very large volcano—one that likely rivaled Mount Hood 50 million years ago.

From here, return to the Painted Hills along the same route that you came.



Sand Springs Butte rises above the John Day River.



MITCHELL - SERVICE CREEK "LOOP"

14

Distance: 64 miles

Ride type: Road

Difficulty: 5

Elevation gain: 4060 feet.

Cautions: Watch for gravel and potholes on roads.

Summary: This ride begins in Mitchell, travels to Service Creek, climbs to almost Butte Creek Summit, drops back to the John Day River, and then returns to Mitchell via the scenic canyon of Girds Creek. Plenty of long hills make it a demanding ride with memorable down-hill segments. Outstanding back-country scenery.

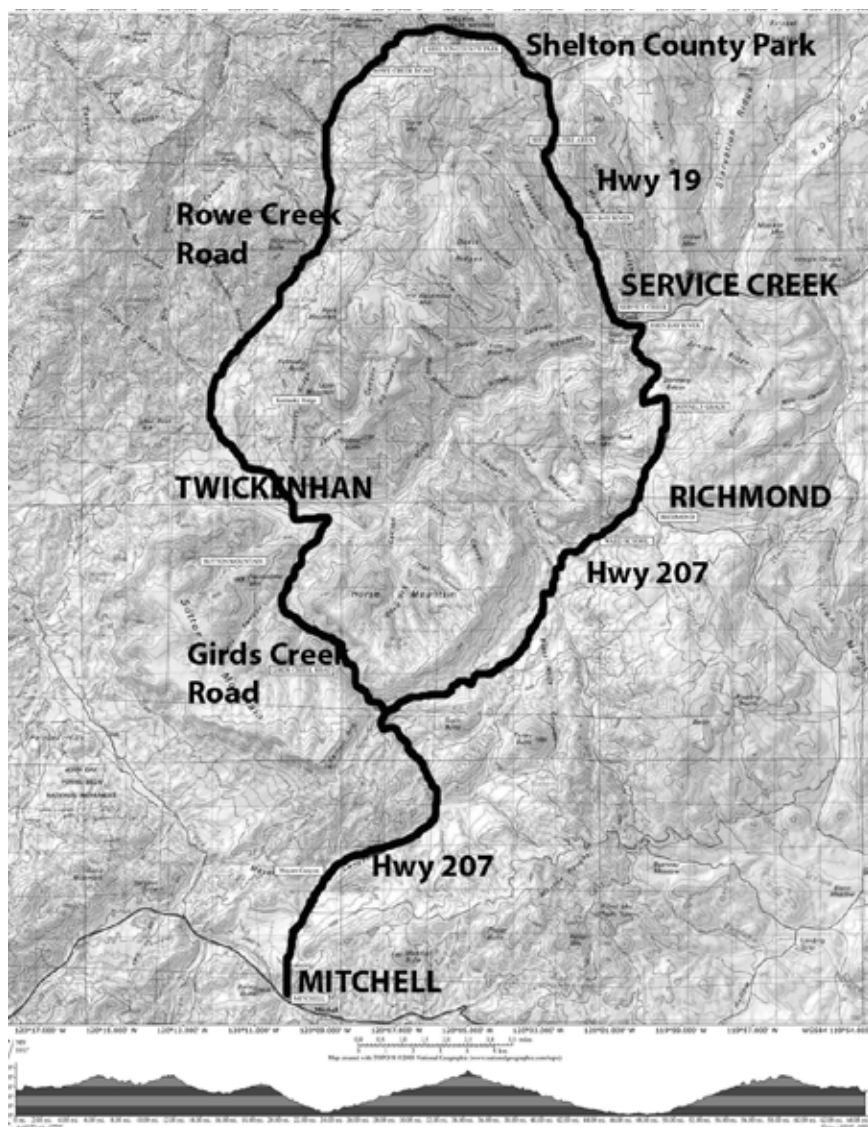
The ride begins at Mitchell, and climbs north on Oregon Hwy 207 toward Service Creek. In a half mile, the route flattens, and at mile 3, you'll pass Meyers Canyon, where some of the oldest rocks in the John Day Basin are exposed—the 225 million-year-old Mitchell blueschist. Continue past Cretaceous sedimentary rocks (Gable Creek Conglomerate, Hudspeth Formation) that were formed just off Oregon's shoreline, some 100 million years ago.

Almost ten miles into the ride, you'll bypass Girds Creek Road on the left. Continue (uphill) toward Richmond and Service Creek. As you start the long down-hill at mile 12, notice the blue-green cliffs exposed along the base of Horse Mountain to the NW. These are Oligocene, about 35 million years old, and part of the Turtle Cove Formation. A bit farther, you'll pass a long-vacant, but well-maintained one-room schoolhouse.

The turnoff to Richmond looms up at mile 18. Richmond has no stores or services, but there is an old church and other historic buildings. From Richmond, it's a 5-mile-long and steep grade to the John Day River. This road segment is known as the "Donnelly Grade" for the pioneering ranching family that lives here. Road-cuts expose Columbia River basalts. You'll reach Highway 19 in 24 miles from Mitchell, and less than a mile past the John Day River crossing. Turn left and ride a half mile to the Service Creek Lodge/Restaurant.

From Service Creek, continues steadily uphill 11 miles on Hwy 19 to Rowe Creek Road. The highway traverses an area of about 3,500 acres burned by the Shelton Fire in 2007. It took 800 fire-fighters and cost 1.8 million dollars to control the fire, which burned one residence and several outbuildings. You'll also pass Pioneer Park—site of one of the first farms in Wheeler County, and Shelton County Park, a camping area. Water is available at both. Turn left on Rowe Creek Road. In 12 miles on Rowe Creek Road (44 miles from the start), you'll reach the John Day River at Twickenham. The light-colored cliffs here and along the way are John Day Formation (Haystack member) about 25 million years old. Columbia River basalts form the dark rim-rock of Sutton Mountain on the south and Kentucky Ridge to the east.

Cross the John Day River and turn left on Girds Creek Road. The paved road rises through a narrow canyon, reaching Hwy 207 in 8 miles. Turn right on the highway, retracing the route's beginning to return to Mitchell in another 12 miles.



COMMUNITIES AND SERVICES

Medical: Emergencies 911

Asher Medical Center – Fossil, 541-763-2725

Pioneer Memorial Hospital - Prineville, 541-447-6254

Blue Mountain Hospital - John Day, 541-575-1311

Remember: No Cell Phone Service in Wheeler County!

Outfitters/Rafts/Fishing

Mah Hah Outfitters: 888-624-9424 (fishing/float)

Service Creek Stage Stop 468-3331 (rents rafts)

Museums/Exploration:

Oregon PaleoLands Institute, Fossil. 541-763-4480:

Field trips, hikes, classes, kids activities

Fossil Museum, Fossil. (Wheeler County Museum)

Spray Museum, Hwy 19, Spray

Wheeler Fossil Beds, High School, Fossil: dig fossils

John Day Fossil Beds National Monument 987-2333

Liberty Theater, Condon: The only real movie theater between The Dalles and John Day!

Condon Railroad Museum: Celebrates the Condon-Kinzua Railroad, and other narrow-



GROCERIES AND SHOPPING

Fossil:

The Fossil Outpost: Clothing and craft items.

Fossil Marketplace: Art, crafts, antiques.

Paleo Lands Bookshop & Gallery: New & used books, nature guides, maps original, locally made gifts, children's books, toys, and games.

Fossil Mercantile: Historic store, opened in 1883. Groceries, dry goods, gifts, and locally-made QUILTS.

Fossil Crafters: Rock shop, gifts, and larger items, including fountains.

Fossil Hardware: Everything you need, including tools, feeds, and saddlery.

Kinzua Golf Course: Public six (6)-hole golf course in scenic setting.

Mitchell:

Mitchell Merc: Old-fashioned grocery store features sporting goods & local crafts.

Juniper Crafters: Locally-crafted furniture, jewelry, and art.

Hwy 26 Coffee: Drive-thru espresso and sandwiches located just west of town.

Spray: Spray Market: groceries. **Lone Pine Market:** groceries, gas, cafe.

Kimberly: Thomas Orchards: organic and conventional apples, peaches, and other fruit.

Antelope: Antelope store: limited groceries, local crafts and books.

Condon: Powells Books--in Country Flowers, Condon. (Yes, THE Powells Books!)

Condon Hardware and NAPA parts. **Two Boys Grocery:** comprehensive store.

FOOD, LODGING, CAMPING, & REPAIRS

Restaurants

Fossil: Big Timber 541-763-4328; Shamrock 541-763-4896

Service Creek: Stage Stop Café 541-468-3331

Antelope: Antelope Café 541-489-3413

Spray: Lone Elk Market & Deli 541-468-2443

Dayville: Dayville Café & Art Gallery 541-987-2466

Condon: Country Cafe 384-7000; Hotel Condon Stanley's Steakhouse; 541-384-4624

Twist and Shake Drive-Inn. 384-3922; Country Flowers: Sandwiches, espresso
384-4120; Country Cafe: 541-384-7000

Mitchell: Little Pine Restaurant; Bridge Creek Cafe; Hwy 26 Espresso

Monument: Effie Mae's Cafe and Monumental Gifts 541-934-2344.



Lodging:

Condon: Condon Motel: 384-2181; Hotel Condon

Mitchell: The Oregon Hotel 541-462-3027; Sky Hook Motel 541-462-3569

Fossil: Fossil Motel 541-763-4075; Bridge Creek Flora Inn Bed & Breakfast 541-763-2355, www.fossilinn.com/inn2.htm; Wilson Ranches Retreat Bed & Breakfast 1-888-968-7698 or 541-763-2227 www.wilsonranchesretreat.com

Service Creek: Service Creek Stage Stop: 541-468-3331, www.servicecreekstagestop.com

Antelope: Morelli's Bed & Breakfast, 541-489-3324

Spray: Lazy Wolf Resort 541-468-2001 River Bend Retreat 541-468-3113 riverbendretreat.com; The River Bend Motel 541-468-2053

Monument: Monument Motel & RV Park, 541-934-2242

www.geocities.com/monumentmotel/pg1.htm

Kimberly: Lands Inn Bed & Breakfast, 541-934-2333 www.landsinn.net

Dayville: Fish House Inn Bed & Breakfast & RV Park 541-987-2124 www.fishhouseinn.com
Last Resort Bed and Breakfast.

Camping-- A short list for tent-campers:

Shelton Wayside Park: Approx. 14 miles west of Fossil on OR Hwy 19. Shaded, pit toilets, no showers. Water at campsites. Fee: \$5.00/night. 541-763-2010

Bear Hollow Park: 10 miles east of Fossil on OR Hwy 19. Shaded, pit toilets, no showers. Water at campsites (??) Fee: \$5.00/night.

Muleshoe Recreation Area: Relatively undeveloped BLM site 10 miles east of Spray next to John Day River. Primitive. Pit toilet, no water. 541 447-4115 \$5/night

Ochoco Divide: A U.S. Forest Service campground at Ochoco Pass on U.S. Hwy 26 15 miles west of Mitchell; Shaded. Water, toilets, showers. Prices vary. Reservations recd.

Priest Hole BLM put-in on John Day River. From Hwy 26, Follow Painted Hills Road north past Painted Hills 11 miles to road fork, bear right, then left in 2 miles downhill to "Launch Site". Pit toilet. No other amenities. Water from river only.

Fuel and Auto Repair

Fossil: Main St. Station; 541-763-3333; Wright Chevrolet repair towing 541-763-4175

Spray: Lazy Wolf Resort, open 7 days: 541-468-2001 Lone Elk Market, open 7days: 541-468-2443; Ordway Garage Spray: repair 541-468-3200

Mitchell: Little Pine Truck Stop 541-462-3103; Canon's Tires, Hwy 26.

Dayville: South Fork Gas & Mini-mart 541-987-2106 Auto Repair and towing:
High Desert Towing and Repair 541-987-2150



Clarno Palisades, Ride 4



*Twickenham
Rides 12, 14*



Blue Basin, Ride 10



*Columbia
Plateau,
Ride 2*



Basler-Pole Butte, Ride 9



Black Butte, Ride 14



Painted Hills, Rides 12 & 13