

Supplemental Information to Backcountry Biking in the Canadian Rockies

Backcountry Biking in the Canadian Rockies, new edition, by Doug Eastcott, Rocky Mountain Books, 1999 describes several mountain bike routes in the Crowsnest Pass area. The notes below are intended to provide additional and updated information which might be useful to those planning to ride these routes using the original book as guidance.

General

Several descriptions refer to the Lynx Creek Road which is signed and known locally as Sartoris Road. Similarly, the Hillcrest to Castle road is called the Adanac Road.

Most of the trails described are shown on the following maps:

1. South of Highway 3:

Castle Special Management Area map available from Alberta Sustainable Resource Development (ASRD) at 11901 19th Ave. Blairmore, and at

<http://www.srd.alberta.ca/RecreationPublicUse/RecreationOnPublicLand/ForestLandUseZones/CastleAreaFLUZMapsPublications.aspx>

2. North of Highway 3:

C5 Area Map at <http://www.quadsquad.ca/?q=node/39>

Both of these maps show numbered "Junction Points" which correspond to small orange signs at the trail junctions. The tables in the notes below cross-reference the running kilometers in the trail descriptions to these Junction Points, noted as "JP".

92 Daisy Creek to Blairmore

Km	JP
0.0	86
23.8	82

There is a locked gate (Shell) on the road southeast of Grassy Mountain.

93 Lille

No significant updates.

94 Hastings Ridge

Most of the ride is in forest burned in the 2003 Lost Creek fire, but is still a great ride. There is no singletrack; it is all gravel road or doubletrack. The steep drop-off into the Drum Creek valley has been rerouted to make it less sketchy. The numerous creek crossings are still there. One option to finish the ride into Blairmore involves a lot of walking down a steep, narrow partially overgrown singletrack. This section is the end of Stage 2 of the Sinister 7 ultra marathon running race held in mid July. Another option, also illustrated in Backcountry Biking is an easy out avoiding both Drum Creek and sketchy singletrack described above. It drops from the saddle at the north end of Hastings Ridge to the west and down to Sartoris Road. The road runs back into Blairmore.

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95 Willoughby Ridge

Over half of the ride is in forest burned in the 2003 Lost Creek fire, but it is still a great ride.

Km	JP
5.0	46
6.2	45
7.5	44
8.1	43
17.0	41
19.4	39
30.2	51

96 Dakota Crash Site

This trail is very popular with motorized users, especially on long weekends. Partly because of this popularity, the trail has been recently refurbished using federal stimulus money, but has not had time to harden up, so it may be muddy. There is a new information kiosk at the crash site.

Km	JP
5.0	46
6.2	45
7.5	44
8.1	43

97 Ironstone Lookout

The Lost Creek fire of 2003 just barely missed the lookout. Part of the access road goes through the burn and much of the burn is visible from the lookout. Refer to the description of the unofficial Rumhead Trail for an alternate return route.

Km	JP
5.0	46
6.2	45
7.5	44
8.1	43

98 Star Creek to York Creek

From km 4.3 to 6.1 the route is now a partially reclaimed logging road through a clear-cut and may be muddy. The reference to a gate on the main trail no longer applies, and the creek ford is bridged.

99 Nez Perce to McGillivray Ridge Repeater

From km 0.7 to km 2.6 the trail described is on private land. From km 2.6 to km 6.0 the valley of Nez Perce Creek has been recently logged.

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To avoid crossing this private land, ride the first 3.0 km of trail 100 McGillivray Creek. At the high voltage power line in McGillivray Staging area, turn right and follow the OHV trail along the pipeline approximately 2.3 km northeast until it descends into the Nez Perce valley and joins the Nez Perce Road at the four-way junction (km 3.8 in the book). The descent on the pipeline is extremely steep. There is a more gradual descent parallel to the pipeline about 200 m south of it.

100 McGillivray Creek

Near km 4.8 the trail can be unpleasantly muddy due to “recreational” use by 4WD trucks. Farther north most of the creek crossings have been bridged and several of the mud holes have been filled in with rock baskets.

101 Deadman Pass-Phillipps Pass Combo

Just north of the bridge over Alexander Creek is the entrance to a reclaimed road which runs east of Alexander Creek and parallel to the Alexander Creek Forest Service Road after it has crossed to the west side of the creek. The reclaimed road is a more interesting bike ride than the FSR.

The end of this route near the east end of Crowsnest Lake crosses private land and exits through a gate on to the road in Sentinel.

Km	JP
8.5	72

102 Radical Racehorse

This ride has not yet been checked from km 22 to end.

Km	JP
11.0	98

103 Ptolemy & Tent Mountain Passes

The Michel Creek Road (km 15.2 – 21.0) is now paved. At km 21.8, before reaching Tent Mountain Pass (km 23.2), there is a fork not described in the book. The right fork looks like the main trail, but it climbs up toward the abandoned mine then ends. The left (correct) fork goes through a steep gully and continues over the pass just north of a small lake.

Km	JP
4.5	59
10.0	57
23.2	58

104 Ptolemy Creek

Bridges? We didn't see any stinkin' bridges, just lots of creek crossings.

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105 Goat Creek-Lost Creek Circle

Km	JP
0.0	37
5.1	36
9.5	35
13.3	34
18.2	31
20.6	56
22.1	55
31.8	37

To be updated due to recent trail rebuilds under the CDT grant.