

These first four pages are ripped from an Arizona tour. Note how I start each tour with a macro-level map for location and regional perspective and then add narrative. Note how I try to use mile markers and landmarks, not odometer readings which can vary greatly between vehicles.

TOUR ARIZONA 80-1: THE ARIZONA BORDER TO BENSON



"The Grand Canyon State Welcomes You!" the current sign proclaims. Well even though Arizona is indeed the Grand Canyon State, on this tour, you will be just about as far from the Grand Canyon as you can get and still be in Arizona. But hey, the scenery around here is just as intriguing, just in a different way. I also sometimes muse about how nature doesn't care about invisible, artificial political boundaries and neither does our old 80. If it wasn't for this sign, we wouldn't know we had entered another state as we still have the majestic Chiricahuas to the west and the rolling Peloncillos to the east.

One of the first things you will notice about this stretch of old Arizona roadbed is that the road is indeed conveniently named AZ 80 and that the old



Unidentified young lady from an old photo found in an antique shop. Photographer and date unknown.

mileage markers are still in place – marking distance as if old 80 were still in existence. The first mileage marker you see is MM 415 which means that there's a lot of old 80 to cover, so we'd better get rolling.

This scenic stretch of road is the longest unbroken stretch of old 80 left in the state - relish it. The remnants of the El Paso & Southwestern rail bed on your right that you first picked up in

Notes: _____

These page shows how I add color-coded boxes for roadside attractions (rose), sightseeing side trips (green) and road-related 'factoids' (blue). These accompany the text, but don't intrude into the text.

Rodeo is still your companion from here all the way down to Douglas. Watch for several examples of vintage RR architecture in the form of dated stone and concrete culvert arches and wooden trestles. Another reminder of the roads historic past comes into view like a jewel just past MM 412...be sure to stop and admire the first of 9 picturesque, white concrete bridges. As far as I can determine from old as-builts, all were in place by 1931-32 with the bridges right at MM's 411.9 and 405 sporting conveniently placed 1930 placards at the SE corners - proving they existed by then. With the ruins of the old RR trestle and mountains in the distance, these old bridges provide good opportunities for several happy snaps and broad vista landscape photos.

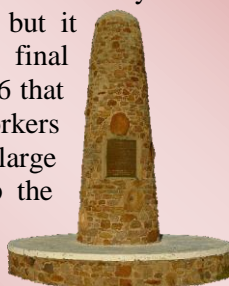


The bridge between MM's 414 & 413 not only is a great study of these concrete beauties, but provides great views of the Chiricahuas as well.



Roadside Attraction: Geronimo Surrender Monument

Built in 1934, this monument stands as a testament to the determination of Chief Geronimo and his followers. I'll leave the morality of the actions on both sides alone, but it wasn't until after Geronimo's final surrender near this site in 1886 that ranchers and railroad workers entered the area in numbers large enough to settle and develop the region.



Time: 15 Minutes

AZ 80 Train Stops

Just past MM 406 and just SW across the road from the Geronimo Surrender Monument lies the 'town' of Apache (R). Marked by a historic and picturesque stone building (private residence - no trespassing) on the west side of the road that at one time probably served as the areas station/general



Apache - Marken's General Store once sat on the WEST side of the RR tracks where the OOH road once ran per the 1913 Arizona Good Roads book.

store, don't expect any services here or for that matter, anywhere down the road anytime soon. Like the 'towns' in New Mexico, the next couple of names on the map; Chiricahua and Bernardino, are just old rail watering spots. Today, not even the old water or coal towers exist to specifically identify the old locations, but that's OK. We have the beautiful scenery to keep our minds occupied.



Speaking of beautiful scenery, check out these pics from the Apache, AZ area looking westward...



Continuing on, look out to the SE (L) around MM 403. More cinder cones attest to the violent past of the region. A slight jog in the road around MM 402 runs us past several more small cones on the east (L) side of the road and at least per the maps, the old RR stop of Chiricahua exists at the junction of AZ 80 and Texas Canyon Road in the

Notes: _____

Another example of a blue 'factoid' insert. These 'factoids' provide a greater level of detail about a specific point of road history than I wanted to include in the text. I didn't want the narrative to get bogged down.

vicinity of MM 399 though I see no remaining evidence of any old structures. Between here and the Bernardino area, I enjoyed the companionship of an old pole line on the east (L) side of the road. It really reminds one of an earlier era when dots and dashes were the only way to communicate over long distances. Indeed, here and there, I spotted the isolated small pole that may very well indeed be leftover from that early telegraph period!

The road continues to follow the RR and just past MM 393, look to the large cinder cone to your right (west) for a picturesque scene of an old water tank and silo that marks what may have been a staging/supply area for the rail stop of Bernardino (see pic). Per the maps, Bernardino officially

exists south of here in the vicinity of MM 390, (just south of Boss Ranch Rd.), but I think I'll say



it exists right here where we can hang our hat on an object. Looking back across to the east side of the road, it appears as if this water tank may still be needed. When I went through, this open rangeland was full of fat, grazing cattle that uncomprehendingly watched me as I leisurely studied them and even envied their blissful existence. I knew I was within a ½ day of getting back to Tucson and that my Highway 80 explorations were coming to an end with another week of work. I wanted to stay out here and enjoy the open air with these guys.

Moseying on towards the basaltic capped mountain ahead, the road begins a large curve back towards the NW around MM 385. As you travel through the small rock cuts around this curve, watch the lower ravine-strewn lands to your left (S). Though no visible roadbed seems evident today, right at MM 383.3, an old culvert stands forlorn and alone out in a field (L). Obviously inadequate to deal with the flash floods that must occasionally come crashing down the Silver Creek area, no evidence of a raised roadbed surrounds this concrete structure today. I theorize

that a small cut-off curve once existed that ran from the southern apex of our road to tie back into the modern alignment at N. Silver Creek Rd. There is a 1934 Works Project marker in there, but just beyond, the land is marked private property so I could not do any further exploring. Is this lonely culvert a possible remnant of a pre-1934 routing south of the rock cut? I consider it probable, but unverified.



BHH & Possible Original 80 Factoid:

Per a 1924 Cochise County map, the BHH crossed to the west side of the RR in the vicinity of MM 385 and then ran parallel to the RR on the north side of the tracks around the curve to again cross to the south side of the RR immediately east of a 1910 RR culvert at MM 382.4. A conundrum - this routing is not shown on a 1926 State Highway Dept. map and my 1927 Auto Blue Book does not describe the old road crossing the RR tracks at all...let alone twice. However, my 1927-28 Hobbs Drive Guide and my 1928 Highway 80 strip map both clearly show old 80 as following this route. The old roadbed is still easily visible on Terraserver imagery for those virtual tourists following along, but is inaccessible today due to private property restrictions so no field work can be done. Was this routing original 80 or not? Though two maps depict it into 1927-28, I'm going with the more authoritative State map and Blue Book and saying it wasn't.

Back on the road, all alignments seem to have converged for the run past Cazador. Around MM 382, note the several stone arches on the RR bed (R). A couple of these are particularly large and graceful with one of them even dated 1910. An



No more 'fixins' at the Silver Creek Steakhouse...

important early regional rail loading point, it appears as if Cazador had been able to hang on for some time, but alas, the old steak house and saloon (R - by MM 381)

that was open as recently as 2004 was closed

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More examples of how I add explorations and ‘factoids’ for you to jump into ‘if you want’. Use them to the fullest, or just glance at them for more perspective of the area.

when I went through again in 2006. I would have liked to have stopped in. I bet they had a ton of old pics on the walls and stories to keep one entertained for a spell. Heading west as we curve back around to the south, be on the watch for N. Pink Rock Road (R) where the old BHH and early 80 split off from the newer alignment. See my factoid below for more goodies on this bypassed segment

By now, I’m sure you’ve noticed the terrain change. The area is getting hillier with yuccas, ocotillo and agaves replacing the grassy rangeland we’ve passing through. The old road ‘threaded the needle’ between some of the larger outcroppings, leaving a couple of interesting cut-offs for us to explore today (see the factoids just below). The road winds, rises and falls for a short spell, then opens up and drops into the valleys and it’s a straight shot SW on into Douglas. Along the way, watch for the pole line marching along the abandoned roadbed west of the old RR (R).



BHH & Original 80 Factoids & Exploration:

N. Pink Rock Road & N. Cazador Trail

Shown on my 1923 & 24 Cochise County maps and still depicted on 1926 & ‘28 State Highway maps, these two roads depict a portion of the old BHH & Original 80 that was bypassed by the early 30’s. Possibly never paved, this segment of the old highway is not even depicted on a 1937 Cochise County map - perhaps due to the poor condition of the road even back then.

To access this old road, watch for N. Pink Rock Road to shoot off to the west from AZ 80 right at

MM 378.3 and zero those odometers. Comprised of broken stone that cannot even be called large gravel, this is not for the average sedan so it takes a determined roadie to pick his/her way through (though the scenery is great – see pic). Veer left at the ‘Y’ and immediately over the abandoned RR grade at around ½ mile,



turn south (L) onto Cazador Trail (dirt road). Continue south on this narrow strip of earth past a clump of houses and outbuildings at Lois Lane, but keep your eyes peeled for just south of Lois Lane and right at about 1 mile on the odometer, a real treasure awaits - a vintage Teens or Twenties-era culvert of a style I’ve seen only once before out in Palo Pinto, TX. Abandoned and unmaintained, I’m sure it won’t be long before this old relic crumbles into the wash.



Located on Cazador Trail, does this old culvert hail from as early as the Teens and the OOH? Perhaps...

Continue on for another 2/10’s of a mile and take the dirt road left (east) over the gullies and old rail bed to return to AZ 80 on N. Cazador Trail which dumps you out at MM 377.4.



The old roadbed continued south on the west side of the old rail bed all the way to Douglas, but from here onward, it appears as if all pavement has been removed and therefore, the old roadbed has become completely overgrown and impassable to all but the hardest of 4-wheelers. In addition, it quickly becomes private property, so don’t trespass. Take a happy snap or three for your memories and let’s mosey on.



BHH & Original 80 Exploration: Lee Station Road

A small portion of the aforementioned continuation of the old BHH and original 80 can be accessed near MM 373.5 by taking Lee Station Ranch Rd. west over the old RR bed and then turning north (R). Follow the gravel road north 1.2 miles before private property signs and a gate force you to turn around. Watch for bits of...

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These next two pages are ripped from a California Tour. Again, note how one can stay with the more general narrative, or ‘jump’ into the color coded boxes for more detail and explorations.

.....According to my 1930 guide⁴, the site on the right was an auto camp and gas station and as an added bonus, right there in front of you, another beauty of the old road: the original 1917 Los Terrinitos Road bridge! Be sure to spend the 5 minutes it takes to experience the peacefulness of this fine little bit of bypassed original 80.



Still in use today, the 1917 bridge provides both a fine photo op and a history lesson in the routing of old 80 through the area.



Hike - Wildwood Glenn Lane:

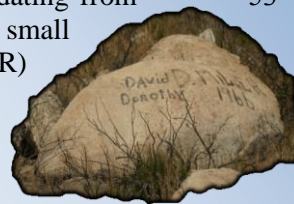
As mentioned previously, the old road was closed to vehicular traffic after the devastating 2003 Cedar Fire. Thankfully, the Forest Service has left the road intact and turned Wildwood Glenn Lane into a 2.5 mile roundtrip hiking path. If you think the scenery was good east of the auto barrier, I would heartily advise taking a jaunt along the old road westward along the ridge. The old road is mostly in pretty good shape, so no special equipment, shoes or clothing are required - just make sure you have some water. I believe even wheelchairs would be able to make it a tenth or a quarter of a mile down the old roadway.



Just west of the gate, fine roadbed makes for an easy hike and great photo ops.

Traveling westward, observe the fire damaged trees and note how the grasses are always the first to recover and once again gracefully line and encroach upon the vintage concrete. About ½ mile in, watch above you for some old graffiti (R)

on the boulders dating from '53 and '66 and beyond, a small retaining wall (R) marks the spot where a trough built to capture small spring and water the horses still commonly seen on the road back in 1917. The intrepid may want to trek all the way (about 1.25 miles) to the very end where



Further westward, following the old road along the boulders is well worth the effort.

one can see a couple of small bypassed curves from the original 1917 alignment (R then L) and observe how I-8

blasted its way through the hillside below. From this endpoint, it's easy to see how the old road would have tied into the I-8 Vista View overlook further west (I-8 eastbound only). By the way, be aware that this is a gradual downhill grade. It's all uphill back to the car...trust me!

Back on CAL 79, we will head south towards I-8 and the end of this tour. Take I-8 westbound. But as you do, if the traffic is not too heavy, keep your eyes peeled on the granite-strewn hillsides above you to the right. You were just there. That is Wildwood Glenn Lane winding its way down the hillside, gradually getting closer and closer until it dead-ends above you (R) where I-8 punched its way through the hillside. For those of you eastbound on I-8, the little Vista Viewpoint overlook just west of this ridgeline is a cutoff curve of old 80 and once would have tied into Wildwood Glenn Lane (accessed from eastbound I-8 only). Virtual tourists following along with satellite imagery will note that the original 1917 roadbed also left a couple of small cut-off curves on the north side of the interstate through here, but these are inaccessible as we wiz on by. A shame. Onward towards exit 36 (Willows Road) and the start of our next tour.

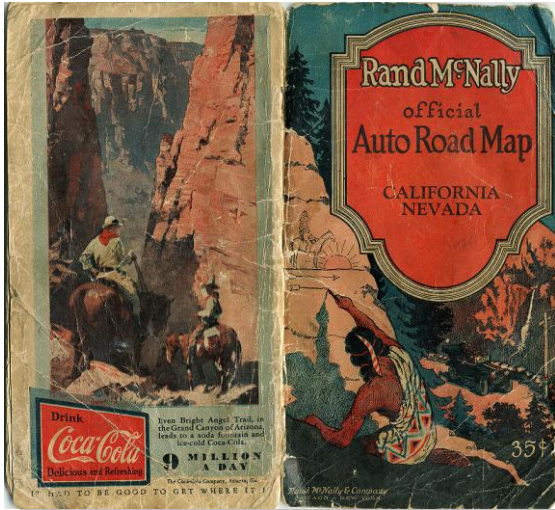
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At the tail end of most tours and if I have room, I often add additional pics of vintage advertisements, maps and vintage photos...just for fun!



BAIL POINT: I-8 Exit 36

The LAST ONE! At I-8 exit 36 (E. Willows Road), stay on I-8 west-bound. From here on into the San Diego area, there is no need to identify 'bail points' as the old road can be conveniently accessed at any number of I-8 exits and/or city streets at the driver's whimsy.



This 1930 Rand McNally map (above) typified the stylized artwork of the era. By the issuance of the 1959 Flying A Service map (right), most maps had become an advertising appendage of the major gasoline chains.



Courtesy of the Descanso Junction Restaurant, this fine vintage pic shows us the restaurant as it appeared in the mid-late Twenties. A close look will show that the town was still called Bohemia and that the building was built in 1925. At that time, the principal business at this location was selling Red Crown gasoline.



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Not everyone goes from east to west. I have a section that gives broader west to east directions as well! Here's a snippet. Any photos or postcards in this section also depict a west to east perspective. Neat!

Original 80 Option – Arnold Way:

Just east of the Lake Jennings Park Road exit, watch for Arnold Way to veer off to the right. Take Arnold Way as it curves around and works its way into downtown Alpine where it rejoins Alpine Road (newer 80).

Alpine Road through Alpine, then at the Willows Road exit, cross to the north side of I-8 and follow Willows Road past the Viejas Casino and Outlet Mall until it loops back south and rejoins I-8.

San Diego East County Area

I-8 eastbound. The Vista Viewpoint is a cut off curve. Take the CAL 79 exit north. In less than a ½ mile, look left for the 1917 Los Terrenitos Bridge and just beyond the 1951 interstate that never was bridge. A short trip west will lead to a terrific segment of cutoff 1931 Highway 80 that is able to be hiked and/or biked. Continue northward on CAL 79 through Descanso Junction, veer right around the curve, then eastward through Guatay (look to the right (S) side for bypassed bits of road). Approaching Pine Valley, cross Pine Valley Creek. Glance below to the south (R) to see a great bypassed 1916 arched bridge. Through Pine Valley and east to the junction with the Sunrise Highway. Turn right (S) over I-8, then an immediate left (E) on Old Highway 80.

East on Old Highway 80 paralleling I-8 past the Buckman Springs exit, La Posta Rd and continue past the granite cliffs to Crestwood Road (The Golden Acorn Casino site). Right on Old Highway 80 past the junction with CAL 94. East past Boulevard and Manzanita. Look for a terrific



The meadows north of Descanso Junction show off vintage 1928 Highway 80 roadbed.



The 1931 re-alignment of Highway 80 through Miller Valley on Crestwood Road is not to be missed.

cut off segment to the south side (R) between MM's 28 & 29. Through Bankhead Springs on to Jacumba. Through Jacumba then east on Old Highway 80 to where it rejoins I-8. Under I-8 for a short dead end stretch east to the Desert Watchtower and Boulder Park (a MUST SEE in my opinion!).

Backtrack to I-8

eastbound. I-8 eastbound down to the Mountain Springs exit.

Take the exit to note the 1927 narrow concrete and

the 1932 version of 80 going through the area. Back on I-8 eastbound the rest of the way down In-Ko-Pah Gorge. Watch for earliest 80 remnants clinging to the cliff face (usually on your left).



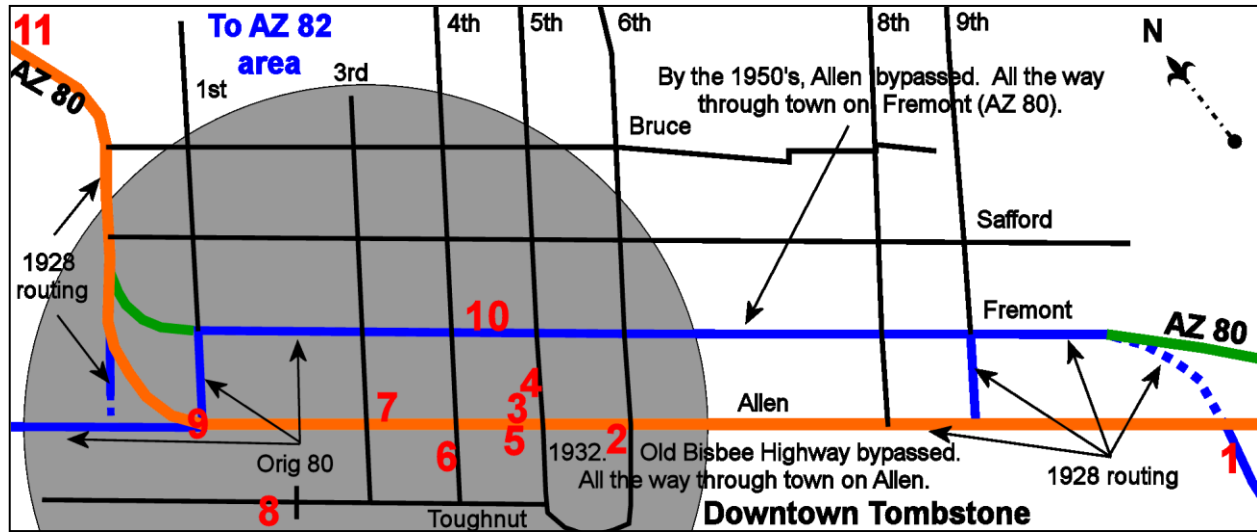
Vintage 1927 concrete can still be seen marching across the floor of the Mountain Springs Valley.

Imperial County

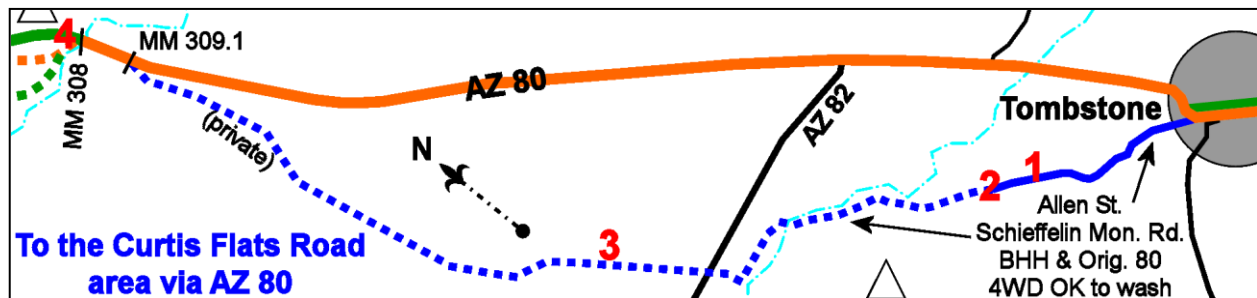
At the bottom of the gorge, look left to see cut off segments of the 1917 BHH and 1932 80. Take the Imperial Highway exit at Ocotillo, then right (E) onto the Even Hewes Highway which will quickly veer NE across the desert. Remnants of the 1913 Lee Highway and original 80 parallel you almost all the way to Plaster City on the right (E) between you and the tracks. Past Plaster City (a factory only), continue east on the Even Hewes Highway all the way past Seeley on into El Centro. Even Hewes will become Adams in El Centro. Adams St. to Imperial Ave (CAL 111).

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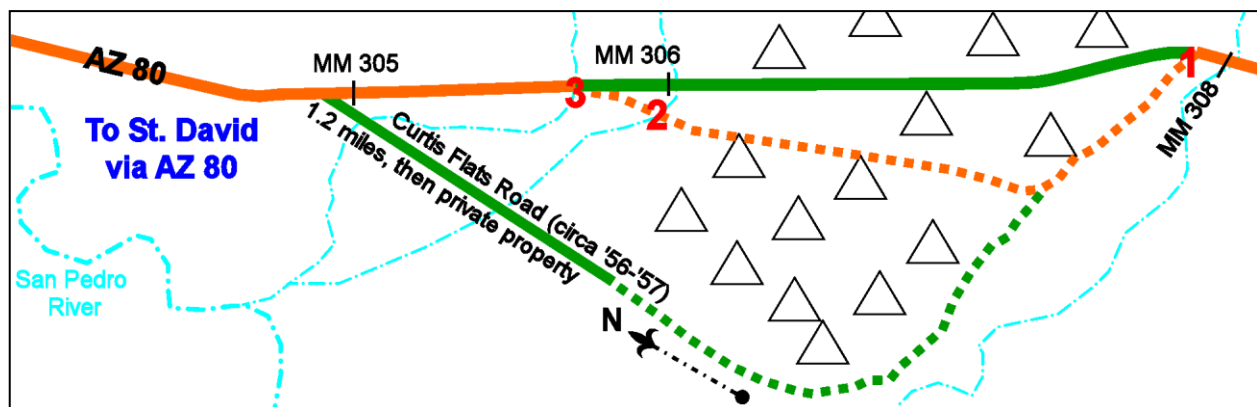
This page shows the extreme level of detail of my “Just the facts, ma’am” maps. From New Mexico to the Pacific, you won’t miss a single turn with this level of detail. All of my maps are color-coded too: Blue = an early road; Orange = a 1930’s or main road; Green = post 1940 road. Again, easy!



- 1) Old Bisbee Highway. The BHH & original 80 first went down Fremont to 1st, then west out of town on Allen. By 1928, the road tied into Allen by using 9th. Again, I surmise the old road was bypassed circa 1932 when 80 just came straight in on Allen. See note 9. 2) Birdcage Theatre Museum. 3) Crystal Palace Saloon. 4) Tombstone Epithet Museum. 5) Big-Nose Kate's. 6) World's largest rose-bush. 7) O-K Corral. 8) Courthouse & State Park/Museum. 9) 1932 marker NEC of Allen and 1st. This most likely pegs the bypassing of the old Bisbee Highway. Tall pole - possible old auto route marker SWC. 10) Larian Motel. 11) Boot Hill Cemetery.



- 1) Schieffelin Monument. Note that you must go through sand/gravel to get there, but it's easily drivable by most sedans to just immediately north of the monument. Note the 1927 marker slightly to the right of the end of the short entrance driveway and near the monument fence – proving that this indeed was on original 80. 2) ½ mile further, a second larger concrete wash crossing. 4WD beyond this, but just a 50 yard hike will reveal a very large, narrow old rock cut. 3) General path of original 80 - bypassed by 1928 (4WD accessible to the wash). 3) Turnout area (L) where we can see original and 1950's 80 veering west around the hills and the large, modern rock cut from the 1960's or 70's for newest 80.



- 1) Turnout to view old 80. 2) Concrete bridge remnant viz right at MM 306. 3) Culverts & tie in at MM 305.8.

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