



(Bygone Byways™) since 2001)

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*We define West Texas here as being from downtown Abilene west through El Paso and to the New Mexico state line.*

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Texas. Huge, and the U.S. 80 corridor was the convergence of many of the early 'named' trails such as the Bankhead Highway, the Broadway of America, the Dixie Overland Trail and the Old Spanish Trail. Which of these myriad county and state roads are a portion of these historical roads and which are just that- an old road? Well after years of research, correspondence with TXDOT, libraries, museums and like-minded roadie friends, I feel I now have a pretty good grasp of the alignments of most of these historical roads throughout Texas and am sharing this hard-fought knowledge with you, the inquisitive roadie. I hope you enjoy this effort and that this information may lead you to get out there and do some exploring of your own.

#### My primary resources:

- Printouts from 1938/1948/1958 maps from our friends over at [houstonfreeways.com](http://houstonfreeways.com) (look in the old historical Texas Freeways section at the bottom).
- 1924/1930/1934/1936-1940/1961 maps from our great friends and resources over at the [Texas State Library Archives](http://Texas State Library Archives).
- 1930 TXDOT Highway Division maps.
- 1934 'Paul's Sectional Maps of Texas'.
- The invaluable 1922 Bankhead Highway (BH) Tourist Guide. Printed in 1922, it depicts the BH as it was driven in 1921.
- A circa 1928-29 Southern California Auto Club strip map copy of mid-central Texas.
- A 1927 Auto Blue Book! My main resource if a conflict regarding original 80 arises...
- 1926 & 1928 Hobbs Drive Guides
- Numerous Auto Club of Southern California (ACSC) strip maps, multiple gasoline maps, etc.
- And most importantly, multiple 'as-built' records I've been acquiring from the various TXDOT district offices.

And of course, mucho actual road work in the field.

Also note that as the interstates were being constructed, the Highway 80 designation was often transferred to the new stretch of 4-lane road for a short time until the interstate was commissioned in the area. As this routing would not differ from today's interstate, I have elected not to include it. There usually is little of any interest on these stretches unless they exactly overlaid an earlier routing.

I will use the following nomenclature whenever possible:

- Newer 80-Later than 1940. From what I can see in the maps, there was very little significant re-routings from this point on except for the gradual de-commissioning of the highways due to the expanding interstate systems. Generally used for the last pre-interstate era routing of the road.
- Older 80-Known or extremely probable earlier alignments that pre-date 'Newer 80' through a given area. Includes alignments that existed on the 1936-40 and later maps but were bypassed sometime before the interstates came along. Also includes most obvious early 80 alignments through cities/towns if a routing change date cannot be determined.
- Historic 80-Alignments that are proven to have existed or 'probably' existed as depicted on my 1930-34 maps but were bypassed by 1936-1940. Includes a couple of unverified but very *possible/probable* early routings.

Note: This 1930/34 vs. 1936 cut-off date between 'Older' 80 and 'Historic' 80 is completely arbitrary on my part and is used because:

- A) It comes from maps I possess and thus have access to for detailed study &
- B) It appears as if the majority of early bypassing activity occurred during this period.

- Original 80 / Possible 80 / 1921 BH -Verified alignments that existed at the birth of the U.S. Highway system in 11/1926-'26-'27, and are depicted on the circa 1928-29 auto club strip map but had been bypassed by even the 1930/1934 map issuances. Note, many of the roads described in this column cannot be driven today to to fences,

gates and or roadbed that no longer exists.

- roads that due to their general routing, nomenclature, proximity to current roads and/or other clues, 'could' be an earlier incarnation of 80, but remain unverified.

- Also includes the 1921 BH routing as depicted on the 1922 (year published) BH Tourist Guide.

- >>> indicates a related note in the far right 'Notes' column.

Note: If I do not indicate an 'Older' or 'Newer' routing through any given area, it generally means that I have no evidence that the newer80 routing differs in any way from the historical routing and therefore just overlaid the old road.

The following table is constructed so that you can follow each alignment as they diverge and re-converge. I hope you find this format useful, and of course, if there are any errors or someone can provide roadside details, I'll gladly incorporate those changes into these notes. Happy road hunting!

Jeff in Tucson

From East to West...

**Rejoining of the 1932-43 Alternate 80 from Breckenridge/Albany back into the main trunk routing at S. 1st. St. in Abilene.**

| Area         | <u>Newer 80</u><br>(later than '40)  | <u>Older 80</u><br>(thru circa<br>'40) | <u>Historic 80:</u><br>(thru circa '34)  | <u>Original /</u><br><u>Possible 80</u><br><u>/ 1921 BH</u>   | Notes/Comments  |
|--------------|--|--|--|---|---|
| Abilene Area | -West on S. 1st St<br>-At the interchange of U.S. 83/84/277 and TX 355, continue due west on U.S. 84 until it crosses the tracks and<br><br>-Take exit 279 into Tye. |  | -All roads rejoined on S. 1st St. (now TX 355) south of the train tracks.<br>-West on S. 1st (Bus 20) all the way past the US 84 interchange and heading west out of town.<br><br>West of the Arnold Rd interchange and before US 84 veers to the NW, watch for "Old Hwy 80". Right turn under 1927 RR overpass. >>><br>-Continue west on North St under the US 84 overpass on into Tye. | BH the same, except unsure of exactly where the at grade RR crossing was....  | Check out the dated 1927 RR culvert to the left of the underpass!<br><br>Old Hwy 80 (old North St.) is a terrific 1.5 mile stretch of vintage concrete! |
| Tye,         |  |  | Follow the terrific vintage concrete west under the US 84 interchange, road will become North St.<br>-North St all the way through Tye   | BH same except there seemed to be a little more of a 'jog' along the RR at Tye - most likely to make room for the now | Verified by detail from a 1940 Abilene City area map.   |

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| Merkel,            | same   | same | <p>West of Tye, stay with the I-20 south frontage to Merkel</p> <p>-Stay with FM1235/N. 1st St all the way through Merkel</p> <p>-Again, south I-20 frontage west of Merkel to Trent.</p>   | non-existent RR depot between Morgan & FM707  | Be sure to get off the main drag as Merkel has a couple of fine historical buildings in its small older district.  |
| Trent              | same except 4-lane to and from town, and bypass the Loop 319 and essentially follow I-20 | same | <p>Loop 319 / NW 1st St. all the way through Trent.</p> <p>-West side of Trent, veer left to follow the curving Loop 319 under the 1928 RR overpass.</p> <p>&gt;&gt;&gt;</p> <p>-Loop 319 merges with and gets subsumed by I-20 eastbound.</p> <p>By 1930, where the 21 BH went straight to the SW, follow I-20 to the NW</p> <p>-As I-20 veers west, satellite imagery shows old 80 continuing on, to curve back to the SW and cross the RR tracks to become again subsumed by I-20 westbound &gt;&gt;&gt;</p> <p>Unsure if a frontage or I-20 to Sweetwater. No relics.</p> | <p>1921 BH same except was at a grade crossing</p> <p>1921 BH Routing &amp; Orig. 80 per 1927 Blue Book:</p> <p>-Just east of I-20 exit 256, where I-20 curves to the NW, stay with CR 221 to the SW as I-20 veers off. Follow the telltale pole line! ero odometer at this point.</p> <p>-stay with CR 221 past RR @ .9 M. This was 'Herndon' -2.4, 4.8 &amp; 5.1 miles,</p> | <p>This little 1.6 mile stretch of Loop 319 is comprised of original concrete! Not to be missed!</p> <p>This loop of old 80 can be seen by taking exit 256, then 1/2 mile west on north frontage to the gate/fence.</p> <p>-This segment can be glimpsed and accessed again at exit 255. &gt;&gt;&gt;</p> <p>-This cut off loop of 80 verified by the very detailed 1936 county map. A look back east will show a direct tie in to I-20 eastbound lanes. Also, a 1/2 mile hike down the RR tracks will reveal a terrific glimpse of this old stretch as it curved back to the south to go under the RR tracks &amp; remerge with the I-20 route.</p> |
| and Herndon Areas: |  |      |   |   |  |

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|                      |  |  |  | <p>concrete dips.<br/> -6.7 miles,<br/> veer right<br/> onto CR 220.<br/> -8.1 Miles,<br/> turn right<br/> (north) on<br/> FM1856 (&gt;&gt;&gt;)<br/> to the I-20<br/> NORTH<br/> frontage (you<br/> will need the<br/> north frontage<br/> to get into<br/> Sweetwater<br/> without a lot of<br/> backtracking).</p>  | <p>verified by 1924<br/> TXDOT proposed<br/> paving plans</p>       |
| Sweetwater Area      |  |  | <p>By 1928:<br/> Broadway all the<br/> way through<br/> Sweetwater</p> | <p>1921 BH:<br/> from FM1856<br/> east of town...<br/> -west on the<br/> north frontage<br/> through all of<br/> the curves of<br/> I-20 exit 247<br/> &amp; over Bus 20<br/> which heads<br/> west into<br/> Sweetwater.<br/> -immediate<br/> west on<br/> CR282 and<br/> follow it along<br/> the RR. Road<br/> will become<br/> Ave. A.<br/> -Old road<br/> probably<br/> crossed near<br/> Beale to 2nd<br/> Ave<br/> (Broadway)<br/> and west.<br/> Today, follow<br/> Ave A west to<br/> Musgrove and<br/> go north<br/> under the RR<br/> and work your<br/> way up two<br/> blocks to<br/> Broadway and<br/> west.<br/> -North on<br/> Locust past<br/> the<br/> Courthouse<br/> and west on</p> | <p>Oak St. was the<br/> 'original' main drag<br/> in Sweetwater</p> |
| Avenger Village Area |  |  | <p>Broadway west out<br/> of Sweetwater, but<br/> still follow Old</p> |  |   |

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|              | <p>Post 1940, Broadway bypassing Old Hwy 80</p> <p>Post 1940, Loop 432 out of town and down to I-20</p> |  | <p>Highway 80 to come out by the old drive-in theatre &gt;&gt;&gt;.</p> <p>Loop 170 west past Avenger Village to go south under the RR (1926 underpass!) and west towards Roscoe on CR274</p> | <p>3rd.<br/>-3rd all the way to Grape,<br/><i>(here not 100% clear)</i></p> <p>1) I think probably a jog south on Grape, a jog west on Roscoe, then a jog south to catch Broadway again) --OR--&gt;&gt;&gt;</p> <p>2) a little jog north to pick up 3rd again west to Poplar. South on Poplar to Broadway. west on a now non-existent west street to approx. CR486 and then south again to Broadway.</p> <p>At CR141, left to meet Old Hwy 80 west.&gt;&gt;&gt;</p> <p>By 1927:&gt;&gt;&gt;<br/>-Broadway and west., then north one block on Oak, west to Grape, then back down to Broadway and west<br/>To Old Highway 80 and west.</p> | <p>a terrific .8 mile stretch of old 80! This will come out just east of the old drive-in.</p> <p>1924 TXDOT proposed plans clearly show the two steps west of D-T Sweetwater, but does not name the streets!</p> <p>per the 1927 auto blue book..</p> |
| Roscoe Area: |   |  | By1926-early 27:<br>-CR 274 west from the 1926  | Pre-1920??<br>-CR274 west along the RR   | -1st in Roscoe is still brick!   |

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|               |   | Same | <p>underpass<br/>-At the US 84 overpass, follow CR274/Bus 84 on the little jog to the SW, then west into Roscoe on Loop 544 (1st St.)</p> <p>Through Roscoe on 1st St.</p> <p>Veer left at the 'Y' and follow Loop 237 to the SW I-20<br/>-follow I-20 west to Loraine &gt;&gt;&gt;</p> | <p>tracks<br/>-Becomes Front St. in Roscoe.<br/>-Through town, and south on Elm all the way to I-20 frontage and west.</p> <p>1921 BH &gt;&gt;&gt;:<br/>-CR274 west along the RR tracks<br/>-Becomes Front St. in Roscoe.<br/>-Through town, and south on Elm all the way to I-20<br/>-I-20 west to Loraine.</p> | <p>-If County 182 by the RR west out of town was ever an early version of the old BH, it had been bypassed by 1921-2.</p> <p>1920 Sanborn Fire Maps of Roscoe clearly show that all of the auto services were along 1st. by that time.</p> <p>Unsure if 80 is any frontage or I-20 in here. No real clues...</p>  |
| Loraine Area: | - | Same | <p>1929 80:<br/>-I-20 west past exit 227 to exit 226A. Work your way west and south to Pacific Ave (Loop 316).</p> <p>-Pacific Ave through town and NW to pass under the 1929 RR overpass</p> <p>-I-20 west to Colorado City.</p>   | <p>BH and Orig 80:<br/>-I-20 west to exit 227, follow CR404 to Main<br/>-North on Main to Bus 20 (Pacific St.)<br/>-Pacific west to Washington north across the RR tracks (now blocked) to I-20 and west.</p>  | <p>Note the nomenclature "Pacific"...an almost sure fire indicator of an early routing.</p> <p>The 404 route has a couple of very old, but undated concrete culverts ,but is verified BH &amp; 80.</p> <p>This RR overpass is dated 1929. Note how narrow it is.</p> <p>I believe I-20 westbound is actually older 80 through here.</p> <p>Note the nomenclature Colorado St. one block south of Pacific. Is this an even older routing? That road looks like it could have curved south to rejoin CR404 west all the way to Colorado</p> |

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|                     |  |      |   |   | City. Unknown.   |
| Colorado City Area: |  | Same | <p>Same, but by 1930, Westpoint (Bus 20) smoothed out)</p> <p>2nd St. through town.</p> <p>Bus 20 up through the bluffs at the west end of town.</p> <p>I-20 west</p>         | <p>-1921 BH &amp; Original 80:<br/>-into town on I-20<br/>Follow Bus 20 (Westpoint) into town, then a stair step down at TX208 and the Colorado Cemetery.<br/>-Bus 20 west to another very small stair step at Austin to follow 2nd St. west through town.</p> <p>-Over the Colorado River on 2nd. St. (Bus 20).<br/>-continue up the hill and follow Bus. 20 westbound (old BH &amp; orig 80).</p> | <p>Sad area-has been hit hard. Many turn of the century buildings in complete abandonment. The Baker Hotel looks to be in the process of being demolished.</p> <p>Though I have no hard evidence, the south frontage leaving town seemed like it would line up perfectly with Loop 377.</p> <p>Old Colorado City Road! Note that possibly north of Westbrook where CR238 meets Hwy 163, the old Col City Road may have gone north, then west on RR1308 to CR290 (The Old Colorado City Hwy). Known as CR1308, CR290 then CR26, this eventually ties into CR25 and runs down into into Big Spring. This is even older than the 1921 BH alignment if it ever was an auto routing at all.</p> |
| Westbrook Area:     |  |      | <p>By 1928:<br/>-Past exit 210 to Exit 207.<br/>-take E Thorne St. into town past the old mill.</p> <p>Exit town on Thorne, then south frontage along the RR tracks west.</p> | <p>1921 BH &amp; Original 80:<br/>-Exit 210-take County 238 west, then south into Westbrook on FM670 (Main St.)<br/>-Main south to the south frontage road and west out of town.<br/>Bypassed by 1928. &gt;&gt;&gt;</p>   | <p>Original 80 came down Main south past FM 670 (Bus 20) to make a right hand turn at the RR...now obliterated by I-20. Verified by 'as-builts'.</p>   |
| Iatan Area:         |  |      | <p>By 1928, west of the Howard County line, old 80(under I-</p>   | <p>1921 BH &amp; original 80:<br/>-I-20 S.</p>  | <p>F.A.P. marker on the south side of the south frontage road</p>  |

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|               |   | Same                      | <p>20 west bound) swung to the north side of the bluff.</p> <p>As I-20 swings to the SW &gt;&gt;&gt;, old 80 continued west,</p> <p>then south to cross I-20 just about the crest of the hill &gt;&gt;&gt;</p> | <p>frontage west.</p> <p>-Just west of the Howard County line, as newer 80 and I-20 swing west around the north side of the bluff, one can see where the old BH &amp; original 80 alignment continued along the north side of the RR tracks...</p> <p>until it crossed over to the south side west of the I-20 RR overpass.</p> | <p>at the Howard County line is confirmation of the south frontage!</p> <p>-On I-20 westbound, as you start to turn south, look west for glimpses of old 80 culverts in the field. This old road easily viz via satellite imagery but no access.</p> <p>-An exit onto a service road westbound right before the RR overpass will allow one to see a remnant of 30's 80 on the embankment above you by a gate. Private property.</p> <p>Piling remains still visible of this 30's overpass just east of the I-20 overpass...</p> <p>The TX 1 and original 80 asphalt may be seen up close by taking the north frontage west to where it dead ends at the I-20 RR overpass. A short walk to the tracks will reveal the old asphalt over the fence.</p> |
| Coahoma Area: | - | By the mid-1930's, follow | <p>By 1928, once the road crossed to the south side of the RR at checkpoint Dalby, stay on the south side of the tracks to Pacific all the way into Coahoma.</p> <p>-South on 1st St. across the RR</p>        | <p>-Original 80 and BH stayed to the north side of the tracks and crossed to the south side of the tracks at RR checkpoint Dalby (see notes&gt;&gt;&gt;).</p> <p>-The old road then went west for 3.5</p>   | <p>The motels and cafe's on Broadway seem to verify that the north frontage through here was old 80.</p>   |

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| Midway Area:      | <p>North frontage past Sand Springs.</p> <p>Past Midway (exit 184).</p> <p>Past Ziler (exit 182).</p> <p>and into Big Spring on Business 20 (exit 179).</p> | <p>the I-20 north frontage road into Coahoma.</p>   | <p>tracks (will become County Road 45) to the junction of Midway.</p> <p>-Right (west) on Midway.</p> <p>West on Midway Rd...</p> <p>Past the little burg (rural really) of Midway, then north on S. Midway Rd. to I-20 at exit 182.</p> <p>-west on the north frontage.</p> <p>-north on Refinery Road to meet the RR tracks and then west (Now obviously gated off and destroyed by the plant site).</p> | <p>miles to cross back to the north side of the RR - probably at Snyder Field Road.</p> <p>-Take Culp Rd. west all the way into Coahoma.</p> <p>-Follow 1st St. south across the RR - - Midway Rd. west to Big Spring.</p>  | <p>Old 30's era station in Sand Springs seems to verify the north frontage.</p>  |
| Big Springs Area: | <p>3rd St is one way westbound, 4th St. is one-way eastbound.</p>   | <p>By 1936-40, old 80 by the refinery and RR bypassed. 3rd all the way through town.</p> <p>3rd St. all the way through town bypassing Peach.</p> | <p>Orig 80 came back down from the RR tracks to meet newer 80 on or near Birdwell Lane.</p> <p>-3rd. St. all the way through D-T.</p> <p>-west of D-T, as 3rd St curves SW, tie into Peach St as it goes south and west to tie into later 80.</p>  | <p>Orig 80 came back down from the RR tracks to meet newer 80 on or near Birdwell Lane.</p> <p>-1921 BH twistier in this area, but general routing the same.</p> <p>BH went up Main to the RR and depot, west on 1st to</p> | <p>Note that the Old Colorado City Hwy came into town on Cr25. An early pre -BH auto routing? Unknown.</p> <p>Be sure to take this little trip up to the RR area - many historic buildings including the Palmer Hotel and the businesses along 1st St. such as the 1910 Steam Works Bldg.</p> <p>3rd &amp; 4th Streets are</p> |

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| <p>Cauble Road Area:</p> |  | <p>By 1935, south frontage bypassing Cauble Road</p>   | <p>Out of town on the south frontage (not exactly sure of this here, but it will become the south frontage out by Cauble Road).</p> <p>Exit 172, take Cauble Road west. Will become Bates Road. which comes out at exit 169. &gt;&gt;&gt;&gt;</p> <p>Historical 80 was curvier in this area as evidenced by cut off segments incorporated into both the north and south frontage roads about 4/5ths of a mile west of exit 169. &gt;&gt;&gt;</p> | <p>US87, then south on US87 past 3rd St. and the (then) 1908 courthouse to go west on 4th. &gt;&gt;&gt; -over on 4th past the little jog westward for an unknown number of blocks, then a turn north back to 3rd (unknown but possibly at Brown or Jones) and west out of town.</p> <p>Once the BH crossed the RR, it shows a jog north, NW, then SW to tie back into Cauble Rd. I cannot correlate this to any roads today.</p> | <p>alternating one ways now, but 3rd St. was the original routing.</p> <p>Cute prairie dog town on the south side of the road where Business 20 comes into Big Spring from the west...</p> <p>Cauble/Bates Rd. is all rural. Now just graded gravel, but it makes for a fine solitary drive.</p> <p>verified by 'as-builts'</p> <p>Howard/Martin County line has large concrete obelisk and F.A.P. marker on the south side of the south frontage road to verify that the south frontage was indeed the old road! The RR, the old poles, this is a nice vintage stretch to drive.</p> |
| <p>Stanton Area:</p>     |  | <p>By 1934, Front St. all the way through Stanton.</p> | <p>Stay with the south frontage westward at I-20 exit 158 towards Stanton along the RR.</p> <p>Original 80 thru 1930, into Stanton on Front St.<br/>-Curve right onto E. St. Anna<br/>-St. Anna through D-T to rejoin Front St. at FM2002.</p>   | <p>21 BH: one of those rare instances where the early BH seems to be straighter than following alignments. It appears as if the 21 BH just stayed on</p>   |   |

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| <p>Germania Area:</p> |   |  | <p>-Front St. west of town to take I-20 westbound. &gt;&gt;&gt;</p> <p>By 1928 and on, 80 was on the north side of the RR all the way to Midland (today's I-20 eastbound).</p>      | <p>Front St. by the RR tracks all the way through town.</p> <p>The 21 BH and Original 80 appear to have crossed to the south side of the RR in the vicinity of Germania. Cross to the south side of the RR at FM1208 / CR1090 and take the road by the RR west almost all the way to Midland. &gt;&gt;&gt;</p>                                 | <p>Orig 80 the I-20 eastbound lanes.</p>  |
| <p>Midland Area:</p>  | <p>Post 1940, stay with Business 20 all the way through town.</p> |  | <p>By 1928 and on, I-20 to exit 144 and follow Bus 20 west.</p> <p>-Bus 20 becomes Front St</p> <p>By 1930: Take Wall St all the way through to rejoin Bus 20 west out of town.</p> | <p>The 21 BH and Original 80 stayed on the south side of the RR tracks until around Fairgrounds RD on the east side of Midland.</p> <p>21 BH:<br/>-Wall St west to Colorado St (see notes &gt;&gt;&gt;) south (now blocked) to Bus. 20 west along the RR<br/>-to Garfield St, then south across the RR to follow Industrial St. west along</p> | <p>Note the towers on Wall St.! The Petroleum Building and Yucca Theatre are fine pieces of period architecture.</p> <p>It is exactly 2.5 miles on newer 80 from when Wall St. branches off to when it rejoins.</p> <p>Are Lorraine St or Pecos St. in this area near Colorado St. an early incarnation? Seems possible by the nomenclature, but unknown.</p> <p>The north frontage is conveniently identified as W. Hwy 80 along here.</p> |

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| Warfield Area: |  | <p>By 1940, Bus 20 past the A/P</p> <p>Continue along Bus 20 past the county line and country club into East Odessa.</p> | <p>Through at least 1934, Bus 20 (front St.) past the A/P to meet CR122 immediately west of the FM1788 junction.</p> <p>Just west of the little burg of Warfield and FR 1788, check out a 5 mile stretch of the BH (CR122 and original 80) which will unfortunately dead end at the country club grounds. &gt;&gt;&gt; One block south to newer 80. This would have come out on Club St., which is now the country club parking lot.</p> | <p>the RR out of town.</p> <p>BY1926: Take Wall St. almost all the way through town, except for a short 1 mile strip segment still called the old Bankhead Highway splitting off from Wall St. at Powell. !<br/>-to Bus 20 west out of town.</p> <p>21 BH: Stay with Industrial all the way past the A/P to cross to the north side of the RR at RR checkpoint Warfield (CR1788)<br/>-west to CR 122</p> | <p>Be sure to check out the Confederate Air Force headquarters and exhibits at the Midland A/P. Also note old roadbed and culverts along the south fence line of the airport.</p> <p>Unfortunately, this old stretch of roadway is nothing but trailer parks and rural. Nothing really interesting.</p>   |
| Odessa Area:   |  | <p>Circa 1936-37, all the way through town</p>   | <p>-Follow the 8th St. to U.S. 385 (Grant St.) for a portion of the old BH!<br/>-Take 385 south through downtown, across Business 20 (newer 80), across the RR tracks to E. Pearl.<br/>-West on Pearl to Murphy.<br/>-Murphy along the south side of the tracks west.</p> <p>Thru 36-37: Follow old road (Murphy St) along south side of RR, around curve and north past later 80 and around the curve heading west towards Penwell</p>  |  | <p>Though 8th St. was the early routing through town, it is now mostly auto dealerships and strip malls.</p> <p>Odessa originally had much more of a presence south of the tracks. This is where the original RR depot and BH were located. Unfortunately now, this area is all light industrial, storage etc. with no real redeeming interests.</p> <p>Douro is now a chemical plant site on the south side of the tracks.</p> |
| Douro Area:    |  | <p>Circa 36-37, 2nd St. all the way through town (now</p>  |  |  |   |

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|               |   | overlaid by I-20 eastbound) | (impassable as 1934 80 was an underpass cutting off the old BH on either side).   |  |   |
| Penwell Area: | I |                             | <p>-The old BH &amp; original 80 went under the I-20 overpass and north along the tracks. It was cut off by the circa 1937 RR underpass rock cut.</p> <p>But continue to follow the road along the south side of the RR into Penwell (will become Ave G).</p> <p>Circa 1937 80:<br/>         -went under the RR in a new rock cut (splitting the old road)<br/>         -to angle up towards the RR on the NW side of Penwell&gt;&gt;&gt;-</p> <p>(access by taking I-20 to exit 101 at Penwell.<br/>         -Follow the road north to the RR tracks, and back track east approx. 1 mile to the 'Y' at the gate. &gt;&gt;&gt;<br/>         -4-wheel drive recommended! Stay left and follow the rutted gravel along the tracks. You will soon break into old asphalt.<br/>         -Follow this asphalt along the RR tracks as the old road curves south (warning-old culvert hidden in the dip in the weeds-may be washed out! by now!) towards the 1930's RR</p> |  | <p>Note the 1927 rail culvert dates through here.</p> <p>Note: Mapquest does not show Murphy (the road south of the tracks) going through at exit 104 and following the RR curve up towards I-20 and becoming the I-20 south frontage road east of Penwell, but it does...</p> <p>Note: a short segment of this later 80 can also be seen at exit 104 and heading towards the gate of the cement plant.</p> <p>.7 miles east of the 'Y' on the old BH stretch, there is a small metal cross identifying the grave of 5 unidentified Chinese railroad workers on the south side of the RR tracks.</p> <p>This 1930's concrete is in pristine shape with old solid centerline clearly visible.</p> <p>This BH segment used to connect with Murphy until it was cut off by the</p> |

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|                               |  |  | <p>underpass.<br/> <b>Warning! Large drop off (15 feet) onto the old concrete!</b><br/>         &gt;&gt;&gt;Backtrack to Ave. G and rejoin 30's era 80 westward)</p> <p>North frontage by the RR tracks west out of Penwell &gt;&gt;&gt;</p> |  | <p>construction of the RR overpass for 1930's 80.</p> <p>Note the 1937 culvert placards here at the west end of town on Ave. G right by the merge.</p>  |
| Badger, Judkins & Metz Areas: |  |  | <p>North frontage west past the train checkpoints of Badger, Judkins &amp; Metz</p> <p>North frontage past the Ector/Crane County lines.</p>   |  | <p>No F.A.P. markers evident at the county line.</p>  |
| Monahans Area:                |  |  | <p>Take Business 20 (Seeley) into and thru Monahans.</p> <p>Business 20 will become State Spur 57 as it leaves Monahans.&gt;&gt;&gt;</p>   |  | <p>Be sure to check out the Sand Hills State Park east of Monahans. Also, the Million Barrel Museum is interesting.</p> <p>1936 culvert markers prove that Spur 57 is indeed the old road!</p>  |
| Wickett & Pyote Areas:        |  |  | <p>Spur 57 past Wickett.</p> <p>Follow 57 past Pyote where Spur 57 will become Avenue A then frontage road.</p> <p>North frontage west towards Barstow.</p>  |  | <p>The 21 BH map shows the road between Monahans and Pyote (Wickett area) as 'under construction' and took a long circuitous loop south to come up into the SE side of Pyote roughly along the CR 420 corridor.</p> <p>Pyote was home to the Rattlesnake Bomber Base - a training base for B-17's and later B-29's in WW2.</p> <p>1941 culvert markers between Pyote and Barstow prove that</p> |

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|               |  |  |   |   | the north frontage is indeed the old road.  |
| Barstow Area: |  |  | Same  | <p>21 BH and original 80:<br/> -Cross to the north side of the RR at RR516.<br/> -Follow Railroad St. (now impassable) all the way to the Pecos River where a now removed bridge crossed it and went into Pecos.</p> <p>By 1928: 80 past Barstow on Bus 20 on the south side of the RR on the way to Pecos</p>  | Original 80 was never paved & no evidence remains today. 1927 Blue Book mentions the south road to Pecos East 3rd. St. tie-in as 'under construction'.  |
| Pecos Area:   |  |  | Same  | <p>21 BH &amp; original 80 continued:<br/> -came across the Pecos River on E 'A' Ave. on the north side of the RR, then south on US285 to 4th St. west.<br/> -though now blocked off, 4th once angled back up to the RR tracks and Bus 20 west.</p> <p>By 1927: came across the Pecos River on E 'A' Ave. on the north side of the RR, then south on US285 to 3rd St. west.</p> | <p>The Orient Hotel and the train depot are on 1st St. The circa 1928-29 strip map clearly shows 80 as already being on 3rd. See above...</p> <p>The Orient Hotel and the Judge Roy Bean museums are a 'must see' attraction!</p> |
| Hermosa Area: |  |  | I-20 north frontage for a long stretch...down past RR checkpoint Hermosa >>>. | <p>By 1927: came across the Pecos River on E 'A' Ave. on the north side of the RR, then south on US285 to 3rd St. west.</p>   | A 1922 F.A.P. marker on the north frontage by I-20 MM30 just west of Hermosa proves that this road has always been 80!  |

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|             |  |  |   | <p>By 1928:</p> <ul style="list-style-type: none"> <li>-Bus 20 into Pecos, a jog down to 3rd St.</li> <li>-3rd St. all the way through town to veer back north to exit town by the RR tracks (Bus. 20)</li> </ul>   |  |
| Toyah Area: |  |  | <p>Exit 29, Shaw Road, take I-20 west to Toyah as the north frontage dead ends.</p> <p>1929: the I-20 corridor on the SE side of the RR tracks past Toyah</p> | <p>-The 21 BH T followed the I-20 corridor past the two good sized washes NE of town. Unknown exactly where, but it then veered NW to cross the RR and head SW along the RR to tie into Front St.</p> <p>-A jog up one block at Lampton St. to then take 1st St. SW all the way out of town (becomes Diaz St) where it will cross a circa 1928 rail type D bridge and curve back across the RR to tie into the I-20 west frontage.</p> <p>By 1926: Original 80 came in on the SE side of the tracks, then NW across the RR on a now non-existent RR</p> | <p>Probably with the RR rebuilding in 1928 (the dated culverts are still there), 80 probably stayed on Front St. on the SE side of the RR all the way through.</p> <p>Note the old bridge on the SE side of Toyah/I-20 on the old road SE to Balmorhea. A TXDOT contact told me she had heard that this bridge was the bridge that had spanned the Pecos River on the north side of the RR tracks east of Pecos, but was moved here when the improved Pecos-Barstow road was completed in late '27 or '28.</p> |

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|  |  |  |   | <p>crossing at Walker (note the curve and culvert)<br/>         -out of town on 1st/Diaz St to cross the RR tracks and again tie into the NW side frontage.</p>                            | <p>The bridge on the NW frontage at Moody Draw SW of Toyah was a wood piling bridge built in 1931-32 (unfortunately just replaced in 2005). This replaced a smaller concrete slab bridge built in 1925 which replaced a concrete wash crossing. A TXDOT contact told me that to the best of his knowledge, that was the last US Highway bridge built with wooden pilings.</p>  |
| Gozar Area:  |  |  | <p>Cross under I-20 at exit 13 (McAlpine Rd.) to the east frontage &gt;&gt;&gt;.<br/>         - Take the east frontage south all the way to exit 3. Note the dated 1941 bridges. &gt;&gt;&gt;</p> <p>-Around the hill at MM3 and cross to the west side of I-20 at exit 3 (Stock Rd.). Frontage road SW over the hills along the interstate.<br/>         -Dead end at 1.5 miles, but not until you have crossed two more 1941 culverts.&gt;&gt;&gt;<br/>         -Back track to I-20 westbound.</p> <p>Watch the right for evidence of the old roadbed here and there near the I-20/I-10 merge</p> | <p>As you come around the hill (that I-20 blasted through) approaching Stock Rd. and exit 3, there is evidence of old road bed higher up on the hillside paralleling you. Probable BH.</p> | <p>The old road crossed somewhere around MM12 as the interstate makes a slight jog here. Just north of I-20 MM9, look for a bypassed bridge on the left (east ) side and a 1941 culvert. This plus 1941 dated culverts near MM's 5 &amp; 4 prove the east frontage by these points.</p> <p>Back on I-20 and beyond this dead end westbound, you can see where the old road merged back into I-20 just before the I-10/I-20 interchange</p> |
| <p>I-20 &amp; I-10 merge. Old road *IS* subsumed at this point as proven by TXDOT plans. Indeed, satellite imagery shows a remnant of old 80 in the middle of the large interchange!</p> |  |  |   |  |  |
| I-20/I-10 west Area:   |  |  | <p>-10 west to exit 184.<br/>         -Old road much twistier in here...as</p>  |  | <p>The I-10/I-20 merge is where The 'Old Spanish Trail' (US 90) merged with the</p>  |

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|  |  | <p>By 1936-40, follow the north I-10 frontage west past the county line.<br/>&gt;&gt;&gt;</p> | <p>builds prove remaining curves on both north and south frontage in this area.<br/>-Back to I-10 west and take the south frontage west (exit 183-Spring Hill Road). Road will dead end (appears to tie into I-10 east bound lanes).</p> <p>*Private Property*<br/>With its apex due south of exit 181, there exists a large, sweeping bypassed curve of 1930's era 80 that came out just east of exit 181 high on the rock cut, then gradually sweeps westward and back NW, crosses I-10 just west of exit 181 (watch for the raised roadbed) and ties back into newer 80 just before the bridge on the north frontage west of exit 181. I've been lucky to catch the owner at the gas station and have driven this road. Others can see this road via satellite imagery.</p> |  | <p>BH and the 'Broadway of America' routings (US 80)!</p> <p>Backtracking to I-10 required when exploring exit numbers 184 &amp; 183.</p> <p>-A 1956 culvert marker and a broken F.A.P. marker at the county line verifies the north frontage heading west from exit 181. Note how old 80 went around the bluffs while I-10 blasted its way through.</p> |
| <p>Kent Area:</p> <p>Hurd's Draw Road/Boracho/Plateau Areas:</p> |  |   | <p>By the 1930's, I-10 west bound lanes seem to be old 80 as they miss most of the rock outcroppings while I-10 eastbound blasted its way through them.</p>  | <p>From just east of Kent by the county line all the way west to Wildhorse, the BH and original 80 was generally between the newer Thirties version of 80 and the RR. Portions still viz via</p> | <p>-The Kent store is a real step back in time! Across the interstate, be sure to check out the Kent school ruins.</p>   |

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|                 |  |  | <p>satellite imagery.</p> <p>-Evidence of old 9-1/2 steps wide concrete at X 173 - Hurd's Draw Rd. proves that the original BH followed the RR west from Kent to a point east of Wildhorse!</p> <p>&gt;&gt;&gt;</p> <p>-East of Boracho (exit 166), the old BH wove between the hills while west of this point towards Plateau, there is an old pole line between I-10 and the RR that roughly points out the original alignment in the area.</p> <p>I-10 west to exit 159 (Plateau).<br/>         -Note the slight jog to the south UI-10 makes at exit 159 - Plateau.<br/>         -Take the north frontage west past exit 153 and on towards Van Horn.</p> | <p>worth the bumpy ride or short 1/10th of a mile walk down to the RR to see it!</p>                               |
| Wildhorse Area: |  |  | <p>-5.4 miles west of exit 153, look for Sunsites Rd (1.1 miles east of exit 146).<br/>         -Sunsites Rd. north</p>   | <p>Bypassed by 1934, this Wildhorse/E. Broadway routing is verified by the 1930 Hwy. Divisional maps. However,</p> |

Van Horn Area:

Post 1940's, I-10

Crusher Area:

I-10 exit 133 is a bypassed curve (westbound only) of later 80 from which 1930's 80 can be seen shooting off to the NW. Good photo op.

By 1934 (probably earlier circa 1930-31 - see El Capitan notes at the bottom of this cell >>>) take exit 140 (TX 519 - Broadway St.) west thru Van Horn until it re-merges with I-10 westbound lanes.

Just past the Hudspeth County Line (beginning of Mountain Time Zone), watch for 1930's 80 to veer right away from I-10. This road will play tag, but be inaccessible until exit 129 and Allamoore but glimpses can be seen (inaccessible).

to merge back into 80 before shooting back to the NW at westbound exit 133 to

just across the tracks (this is the 'town' of Wildhorse), and stay left at the 'Y'.  
-Though now a gated private ranch, this road used to skirt the hills and tie into...

By 1926/28:  
-Broadway by the Van Horn A/P.  
-which tied into E. 6th St coming into town.  
-Then south on Austin, >>>  
-Then west on 2nd.  
-Then south on Hwy 54 to 1st St  
-1st St. west on the north side the RR tracks out of town.

The 21 BH:  
-Broadway by the Van Horn A/P.  
-which tied into E. 6th St coming into town.  
-Then south on Austin, >>>  
-Then west on 2nd.  
-Then south on Hwy 54 across the tracks to Bus. 10 (Broadway)  
-west past the Clark Hotel and the Culberson County Museum >>>  
to back north across the RR tracks at Crockett.  
west on 1st out of town. (now blocked off)

Through circa 30-31:  
road north of the RR tracks past the Hudspeth County Line

Past the curvy RR loops to go 'UNDER' the RR tracks at checkpoint Crusher

after the opening of newer 80, this old road became a popular trash dumping area so the city of Van Horn has bulldozed away access from the 6th St. west end, and the old road is a gated private ranch road at the Wildhorse east end. Really for the 'must see every inch' enthusiast only...

The park at Austin and 2nd was the site of the 1912 Culberson County Courthouse (as seen on the 22 BH map). The single cell jail remains at the NE corner of the property.

Be sure to stop in and see the Culberson County Historical Museum in the old Clark Hotel (built 1901).  
Note: Per Robert at the museum, Aster St, was original BH!

The majestic El Capitan was built in 1930. To me, this pegs when the road was rerouted to Broadway as they would not have built the El Capitan there without a major transportation artery going by its front door.

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|                     |  | eventually merge back with earlier 80 on the south side of the RR (inaccessible)<br>-west along the south side of the RR to Allamore. |  | -rejoin the south side of the RR for the run to Allamore  |   |
| Allamore Area:      | <p>Rock cuts on the I-10 north frontage east of Allamore prove this last 80 alignment (worthy of a short drive to experience the rock cuts and some fine roadbed)</p> <p>Stay with the north frontage west past Allamore until the frontage merges back in with old 80 by the RR west of Allamore.</p> |   | <p>take exit 129 north to old 80 and head east to the gate for a great photo op of 1930's 80 coming in from the east.</p> <p>Old 80 through Allamore and exiting west along the RR tracks.</p> <p>Stay with the north frontage by the RR tracks all the way to Sierra Blanca.<br/>&gt;&gt;&gt;</p>       | <p>Follow original 80 along the south side of the RR tracks to Allamore.</p> <p>Through at least early 1928 (&gt;&gt;&gt;), east of Allamore, cross to the north side of the RR tracks to run one west past 'Allamore' (still drivable and viz per satellite)</p> <p>-to cross back to the south side of the RR about a tenth of a mile west of the talc plant at Allamore.</p> | <p>today, 'old' Allamore is north of the RR while old 80 on the south side exists mostly as access for the talc plant. But be sure to follow old 80 east to the gate for some fine photo ops of pristine 1930's concrete. My 1928 Hobbs and 1930 divisional maps still shows this stretch as being old 80, but a 1928 ACSC strip map shows it as already being bypassed.</p> <p>About 3 miles west of exit 129, note the rejoining of later I-10 route and the north frontage (old 80) from Allamore.</p> <p>1935 FAP markers between here and Sierra Blanca verify the north frontage.</p> |
| Sierra Blanca Area: |  | By 1934>>>, stay with El Paso St. west out of town.   | <p>-Into Sierra Blanca on the I-20 north frontage (verified by 1935 culvert placards).</p> <p>-At FM111, go one block south to El Paso St. El Paso St. west (the main drag).</p> <p>-down the old main drag (many good photo ops) out to locally known "one-mile junction", then follow the old road</p> | <p>Judging by the way the old hotel faces on Main St, I'm guessing that old Main St. (now just an alley) was possibly a very early routing (pre 1921).</p>  | <p>Note that the depot in Sierra Blanca was originally located between the two RR tracks on the east side of FM111 (Sierra Blanca Ave)</p> <p>Sierra Blanca is chock full of historical markers and reminders of a different era.</p> <p>1922 BH through 1930 TXDOT divisional maps</p>   |

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|  |  | And though improved so no real evidence remains, probably the I-10 north frontage west to approx MM100 where by the time you get to the parking area on the south side of the road at exit 99 (Lasca Branch Rd), the old road is the south frontage (verieid by FAP markers). | north across the RR tracks.<br>-Road veers west (now gated) on its lonely journey towards Finlay. | clearly shows the old road on the north side of tracks from Sierra Blanca past Etholen to Finlay where crossed back to south side. |
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**Major Divergence:**

The Finlay Loop appears to have been bypassed in 1936-38. My 1934 sectional maps show newer 80 as being under construction, a 1938 map shows it as 80 and the 1936 county map updated to 1940 shows 80 as taking the route to Esperanza followed by I-10 today. Culverts in the area are dated 1935 and a 1936 FAP marker which sits at the junction indicates the Esperanza segment of road was laid down in '36. I theorize that the older Finlay routing was identified as an alternate 80 for a couple of years until probably being dropped as a branch of Highway 80 in 1939...the same year as then 'newer' 80 was commisioned along today's I-20 corridor SW of Weatherford.

See the two routes below...

(Road tested directions and notes)

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|  |  | <p>Circa 1936:<br/>-South frontage between exit 99 through exit 95 and on west. Though recently repaved, this road appears to be subsumed by the I-10 eastbound lanes at MM90.<br/>-Backtrack to exit 95 and I-10 west.</p> | <p><u>Older 80-Finlay Loop:</u> <i>(Very dependent upon weather conditions-may be inaccessible in a short distance. 4-wheel drive recommended)</i></p> <p>I-10 west to exit 99...Take frontage road north to Lasca Branch Rd (LBR).<br/>-LBR (which is a gravel road with decaying sides) back northward towards Arroyo Balluco. Your not on original 80 until just over the old RR bed where the old road from Sierra Blanca/Etholen merges in from the right.<br/>-Approx. 5 miles in, orig road veers off to right. Goes</p> | <p>Probably bypassed in 36-38, I'm guessing that the Finlay loop was completely abandoned at the same time highway designations were changed on the alternate 80 alignments to the east in 1939.</p> <p>RR bridge is two metal planks for the</p> |
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I-10 past exit 87 and Esperanza...

down hill and turns west to completely washed out bridge. Nothing to see...so...

-stay on newer post 80 main road which follows an abandoned RR right of way to cross the arroyo on a decrepit old railroad bridge (see note >>>).

-Road will turn west at the 'Y'.

Look east here and you will see the old asphalt marching back in to re-merge with the road you are on.

-(from here, road can be impassable depending on recent rains and your willingness to risk sandy/rocky terrain.

-Head west (note the very old wooden bridge (L) over a small wash, and follow the sandy road as it veers NW over the RR tracks.

-road veers west.

About 6 miles in, if a sedan has gotten this far, this will be about the end of the road as the culverts are washed out beyond this point and the washes far too wide and sandy for all but a hardy 4WD.

- 4-wheel drive only beyond this point! See note >>>

-Continue

westward on the old asphalt as the old road gradually works west-south westward, crosses

wheels of a car/truck over the old RR ties. Not for the faint of heart! Just over the rail bridge and as the road curves westward, look for the original asphalt coming in from the east. This bypassed curve can be hiked or biked, but due to the grading of the gravel, I was not able to drive it back east to the completely washed out bridge. Any 4-wheel drive vehicle should be able to handle this area easily.

There is a 1936 F.A.P. marker just east of exit 99 on the south frontage verifying that stretch of road.

The little town of Finlay was at the junction of old 80 and Lasca Road (accessible from exit 85)

Many sandy/rocky washes to contend with. I recommend dry weather exploration only.

Note: the original road on the south side of the RR has been obliterated on this final few mile

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|  |  |  | <p>the RR, veers SW until it rejoins the railroad (&gt;&gt;&gt;) for the final dash back northwestward to come out at I-10 exit 78 and hooks up with TX 20 north.</p>  |  | <p>stretch when the RR was widened to accommodate two sets of tracks. There now exist just two ruts running along the rails to carry you westward to I-10 and exit 78. These ruts are only accessible by taking exit 78 from I-10 northbound. 4-wheel drive only.</p> <p>A 1961 county map shows a newer road (now called Diablo Rd.) further south that tied into abandoned 80, but this road is not accessible from I-10 and was never 80.</p> |
| Older and newer 80 reconverge at exit 78 (McNary). |  |  |  |  |  |
| TX20 Area:   |  |  | <p>TX 20 north through McNary.</p> <p>TX 20 north through Ft. Hancock.</p> <p>TX 20 north through Acala.</p> <p>TX 20 north through Tornillo.</p> <p>TX 20 north through Fabens.</p> <p>TX 20 north through Socorro. Road becomes Alameda.</p> <p>TX20 into Ysleta and the El Paso area.</p> |  | <p>There appears to be absolutely no difference between the 21 BH routing and the last version of 80 in this long stretch!</p>   |
| El Paso Area:                                      |  |  | <p>By 1930:</p> <ul style="list-style-type: none"> <li>-TX 20 north thru Ysleta into El Paso. TX 20 becomes Alameda.</li> <li>-Alameda thru SE El Paso. Road gradually turns almost due</li> </ul>   | <p>22 BH Map:</p> <ul style="list-style-type: none"> <li>-same (TX20) into D-T area.</li> <li>-Texas Ave.</li> </ul> | <p>Note, though the old area along east texas</p>  |

Later (circa 1966) Alternate 80

-Routing overview was Paisano Dr west to Loop 16 NW-ward to Doniphan to Hwy 80 just north of White. From a 1966 Enco map courtesy of our friends at [houstonfreeways.com](http://houstonfreeways.com)

-TX 20 to U.S. 62. Take U.S. 62 west.

-Follow U.S. 62 west to the junction with U.S. 85. Follow 85 west then north past the fringes of downtown.

-85 North thru Smelertown and Courchesne north out of town.

-Just past Courchesne, look for and take Racetrack Dr. SW over the tracks. Turn right (north) onto Doniphan.

-Follow Doniphan north to the intersection of current TX 260 & TX 20 where Alternate 80 rejoined 80.

1939 Alternate 80

-Texas St. to Oregon St.  
-Oregon St. south to San Antonio St. west.  
-San Antonio St. west past Davis, to Smelter Road.  
-Smelter Rd. (later Doniphan) north out of town. This alternate routing was eliminated in 1964.

westward. **Note: I recommend day trips only.** Be aware of your surroundings.

-At the 'Y' intersection of Alameda, Myrtle and Texas, be sure to take Texas St. westward. Is largely an almost abandoned warehouse area.  
-Texas St. into downtown.  
-Right turn onto Mesa St.

into the D-T area, then north one block on Kansas  
-West on Mill to Oregon  
-North on Oregon to Missouri  
Missouri west  
-Follow Missouri as it curves NW (now cut off by modern US180) to veer left over the RR at Yandell  
-North on Paisano (modern US85)  
-Immediately north of the junction of TX273, turn left at Race Track Dr. under the overpass to catch Doniphan Dr. north.  
-Doniphan north until the merge with (and Doniphan becomes) TX20.

Per the 1927 Auto Blue Book:  
-Texas to Kansas to Mills  
-Mills SW (through where the convention center is today) to tie into Paisano (modern US85)

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|  |  |  |  | -<br>US85/Paisano north to Doniphan as per 22BH.<br><br>1928 ACSC Strip Map:<br>-Texas D-T to Oregon St. Oregon north to Missouri and out like the 22 BH. Note that this 1928 map also shows the Texas to Mesa routing. |  |
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| TX 20 Area: |  |  | Follow TX 20 north thru Montoya.<br><br>Follow TX 20 north thru Canutillo.<br><br>Follow TX 20 north thru Vinton.<br><br>Follow TX 20 north thru to the border with New Mexico in Anthony. |  | Again, once past the old and alternate 80 merge, I see no difference between the 21 BH and later 80 at all in this area. |
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[Back to 'Drive East Texas'!](#)  
 or  
[Back to 'Drive Central Texas'](#)

Though I have driven hundreds of miles, taken hundreds of digital voice recordings and been tenaciously pouring over maps, I always welcome additional notes/comments from you, the inquisitive roadie. Those darn things called work, time and money keep me from checking out all of the myriad possibilities. However, I am very confident that these notes contain virtually all of the segments of old 80 that are readily accessible to the average traveler. I hope that they may provide you with hours of exploration, fun and tweak your curiosity while you check out what was once part of the great American U.S. Highway system through Texas.

Cheers,  
Jeff in Tucson

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