

The Alignments of Route 66 through Arizona

(2004 – Revision of maps)

This collection of maps is the result of 4 years in field research and study of USGS maps and old roadmaps. I'm sure there are still lots of errors and misunderstanding, but with a little help of my 66-friends in Arizona, I will be able to correct it.

There are many places hard to understand where Route 66 once went, for example: Lupton to Sanders, Adamana to Holbrook, the Two Guns area, Parks in the Pines, Williams, Ashfork & Crookton Road, Aubrey Valley, Crozier Canyon. But – with the knowledge of the National Old Trails alignments and deep study of all the literature you can get, the circle closes and gives you an understanding of how the old road once evolved.

This is a major revision of all the maps you know from my website.

My main references:

Maps from the AAA (1926, 1932)

Several roadmaps (1920's to 1970's)

USGS sats and topos

All those beautiful books of Spencer Crump, the Mangums, Jack Rittenhouse, Michael Wallis, Bob Moore, Gerald M. Knowles, Tom Snyder

The Museum at the Powerhouse, Kingman

My own research

.... And all the friends I met on Route 66

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Germany

Legends

driveable with normal car	high clearance required	undriveable or „no trespassing“	1920s or Old Trails Alignment
			1930s Alignment
			1940s / 50s Alignment

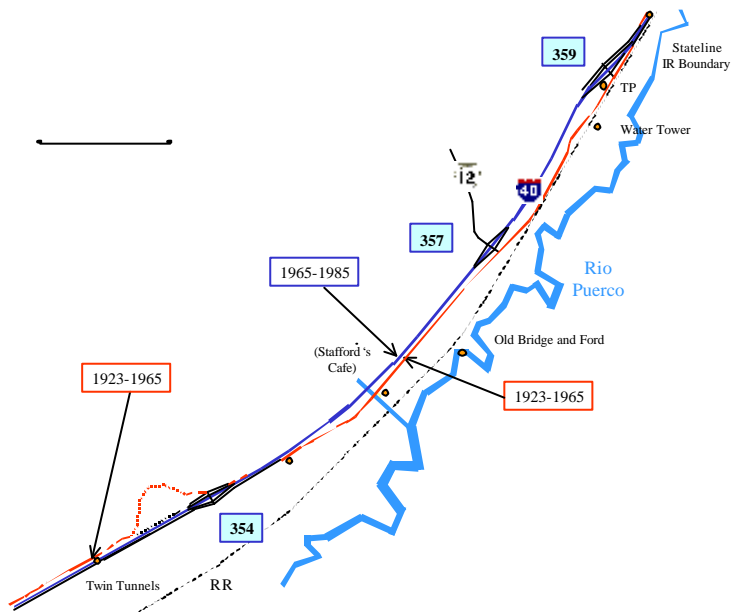
1926-1965 Dates of US66 certif. / National Old Trails = NOT (colors like alignment lines)

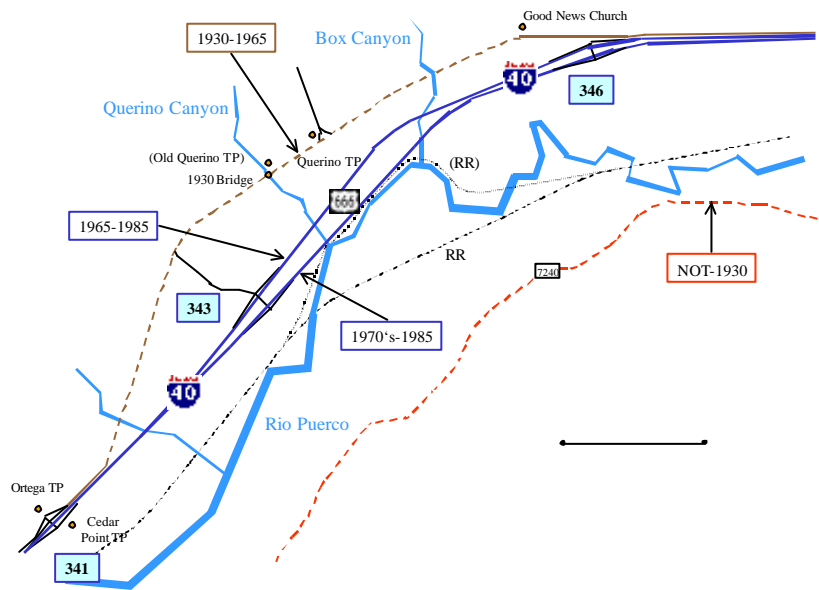
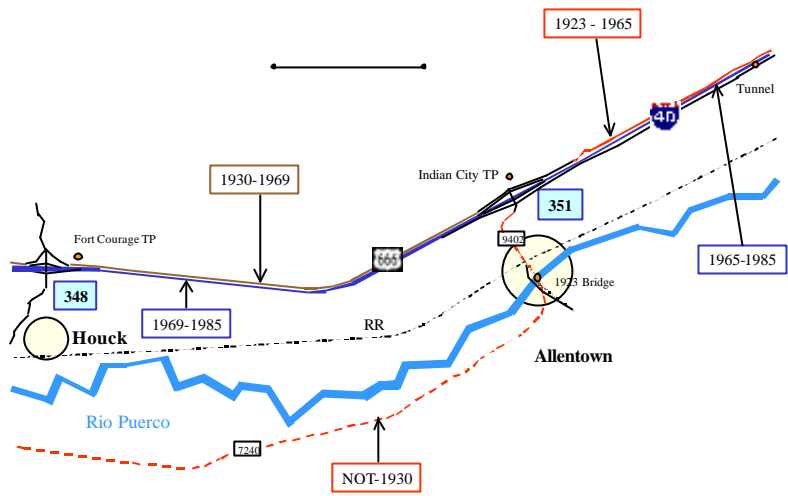
1932-1965? Possible dates of US66 certification (unverified) - (alignment colors)

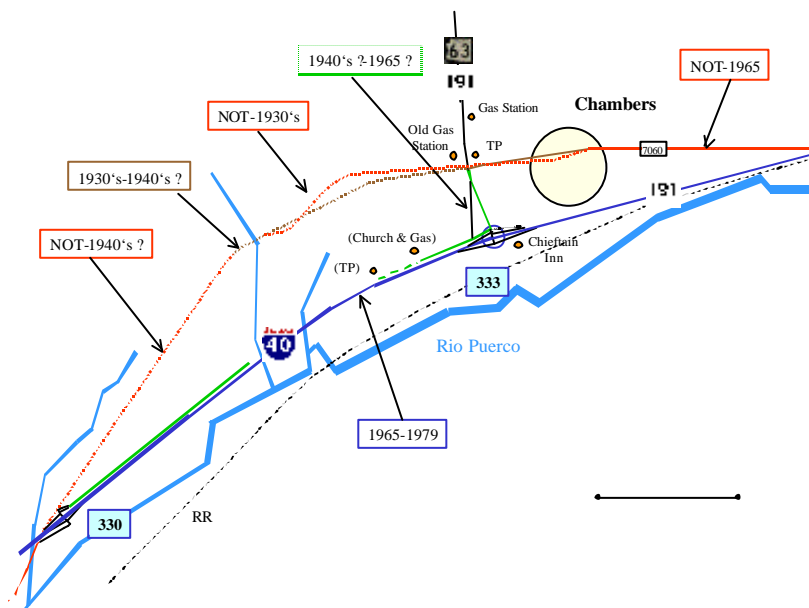
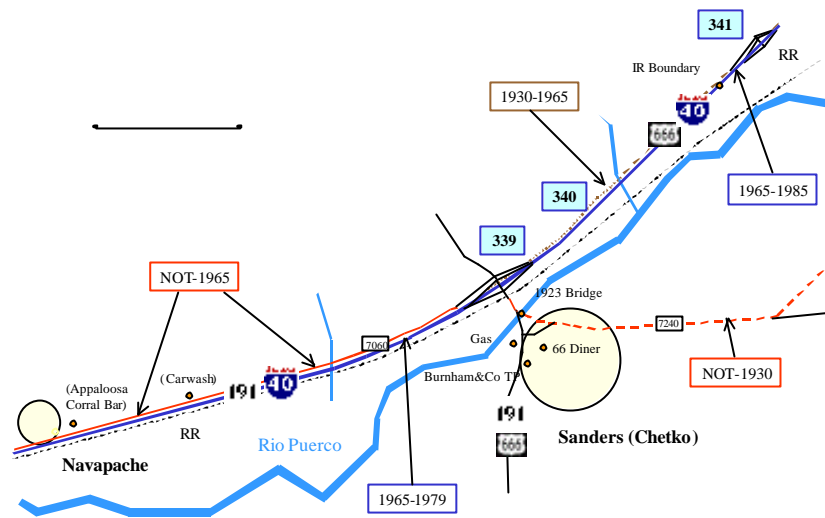
RR - Railroad track (in use or abandoned); PL - Pipeline; PWL - Power line

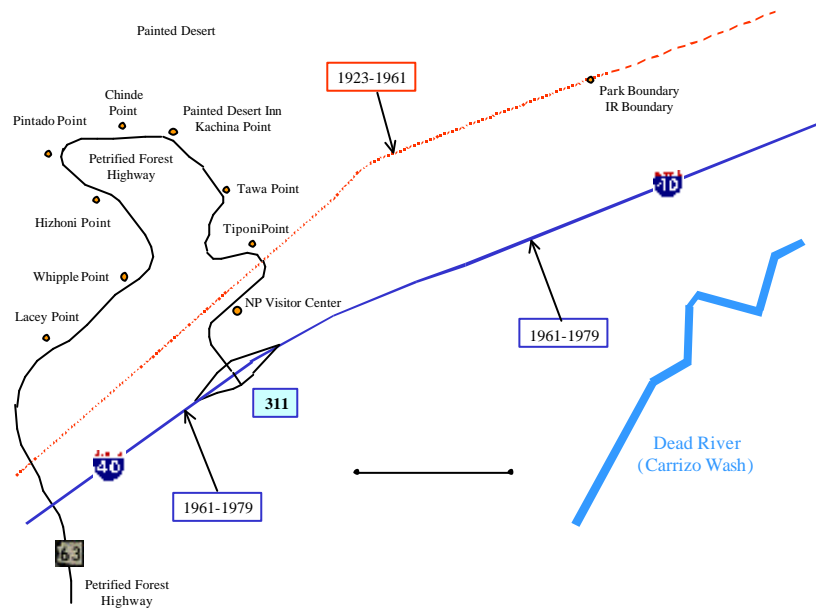
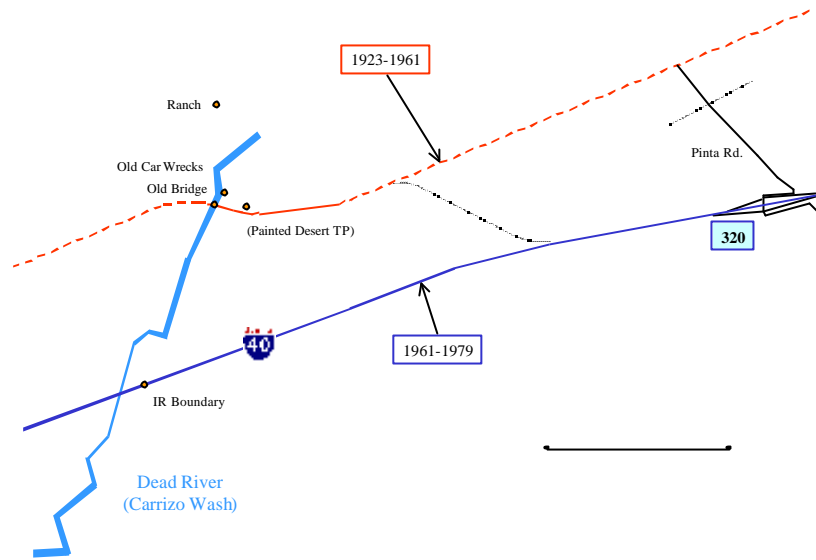
37 Interstate / Exit Town Hill

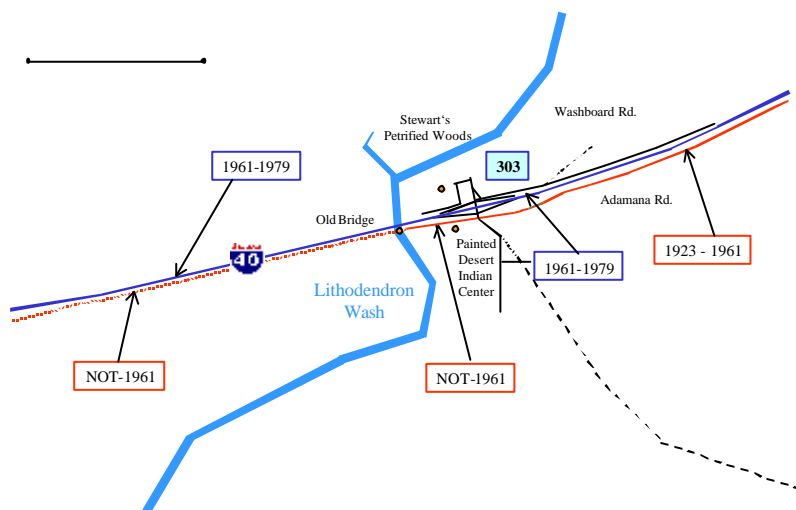
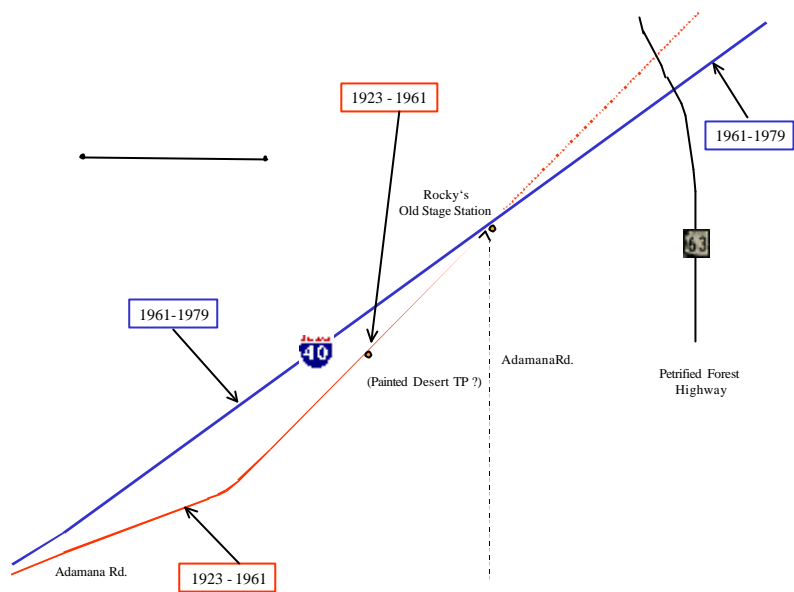
1920's Bridge Famous site or landmark
(3 Bears) Gone Rittenhouse's sites

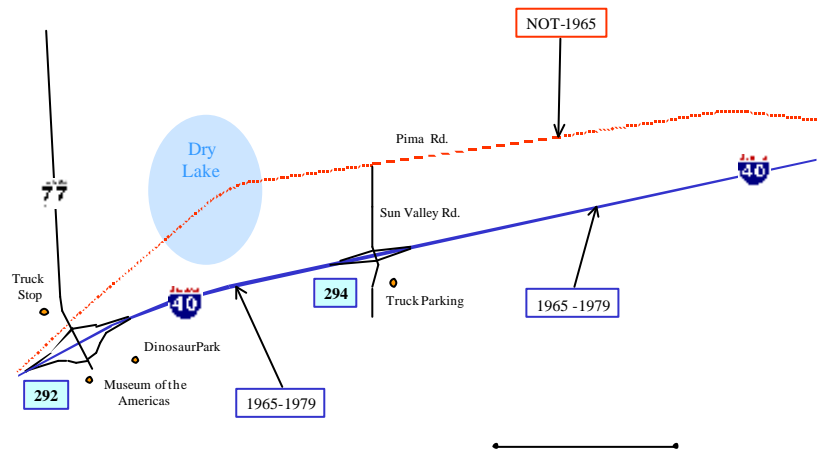
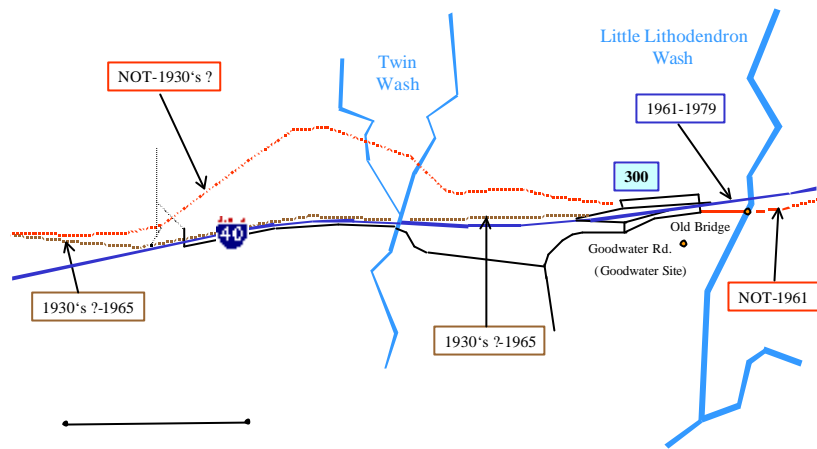


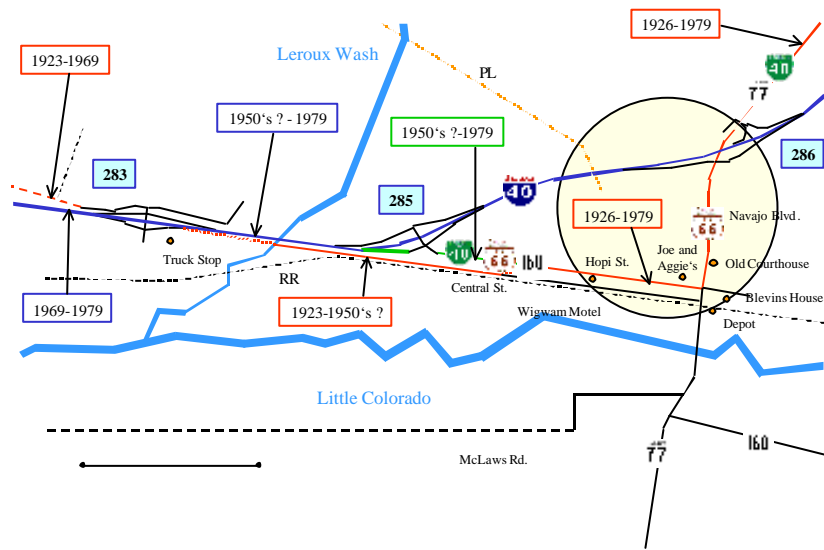
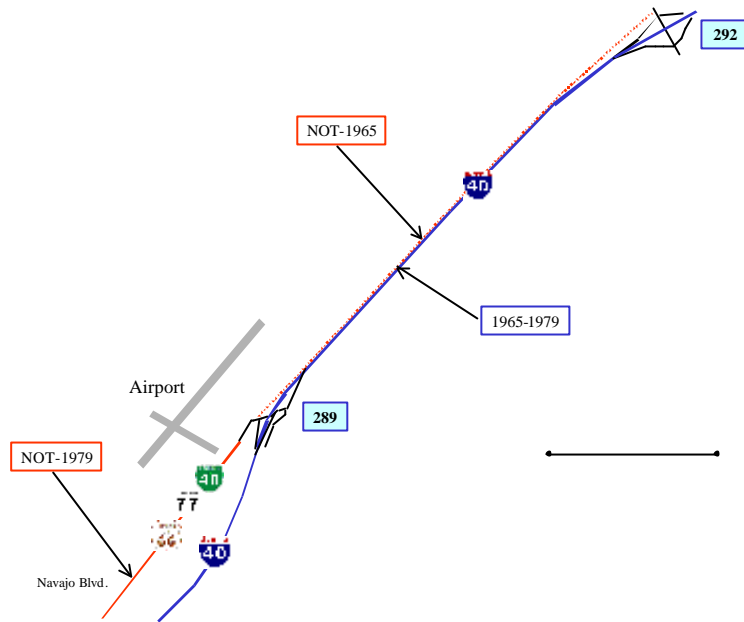


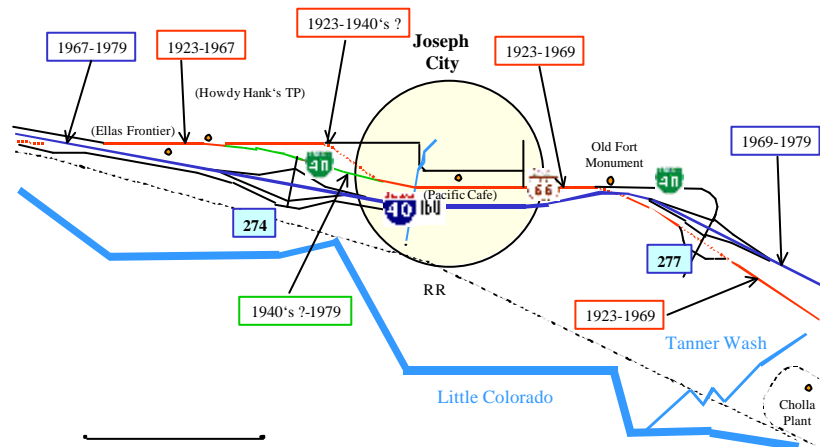
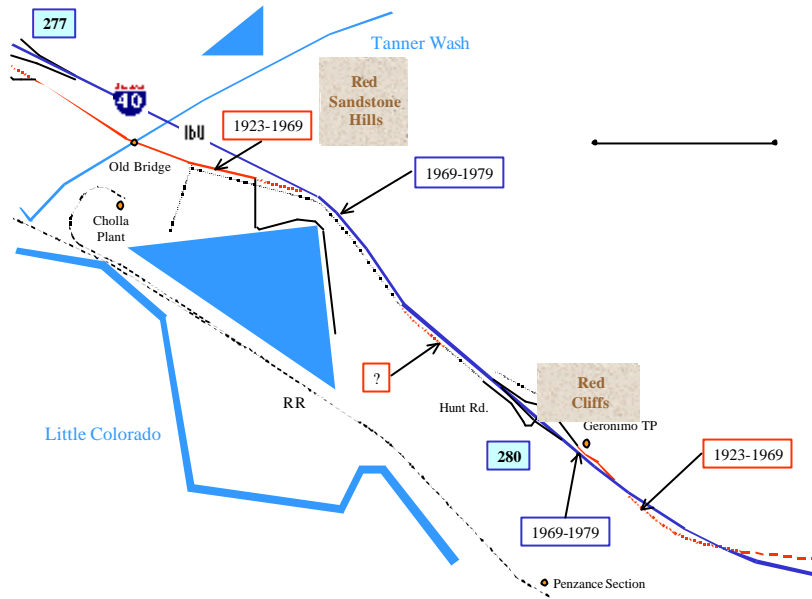


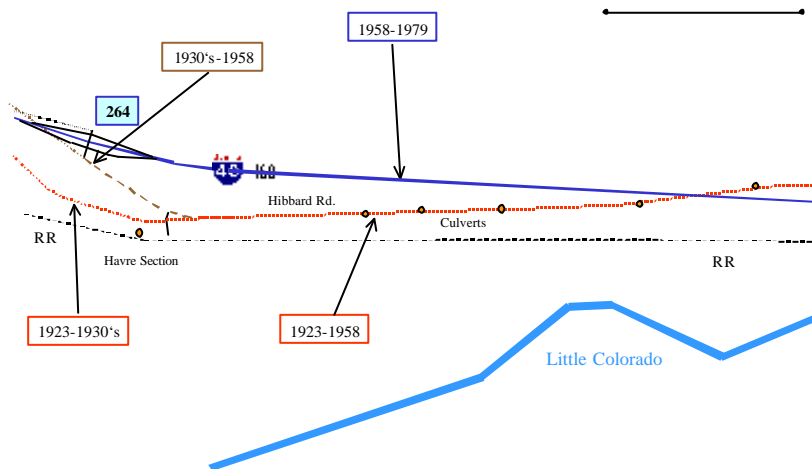
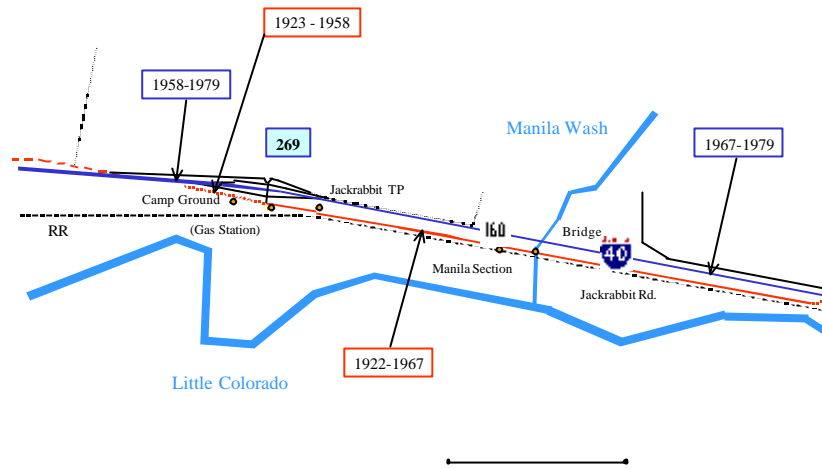


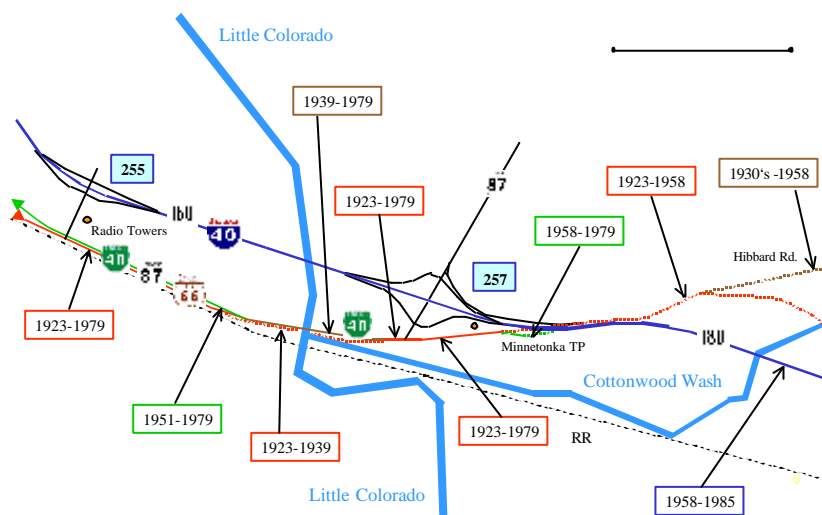
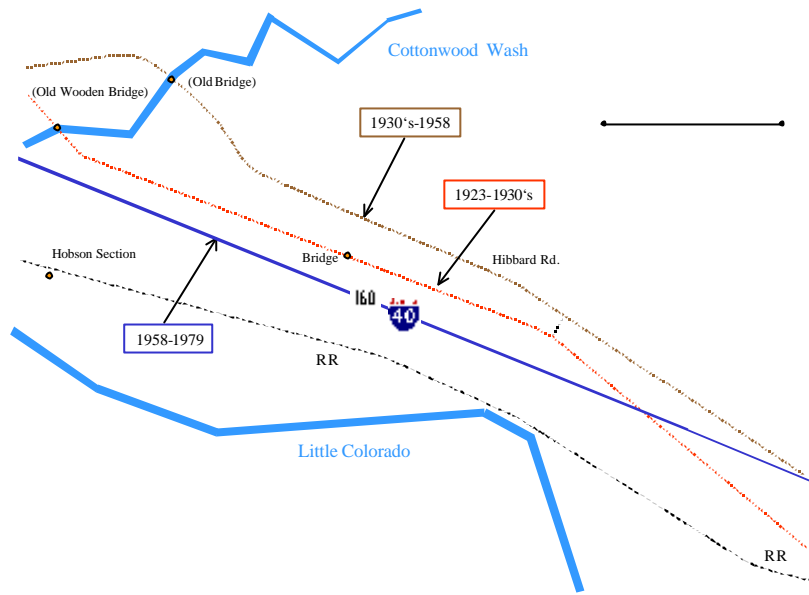


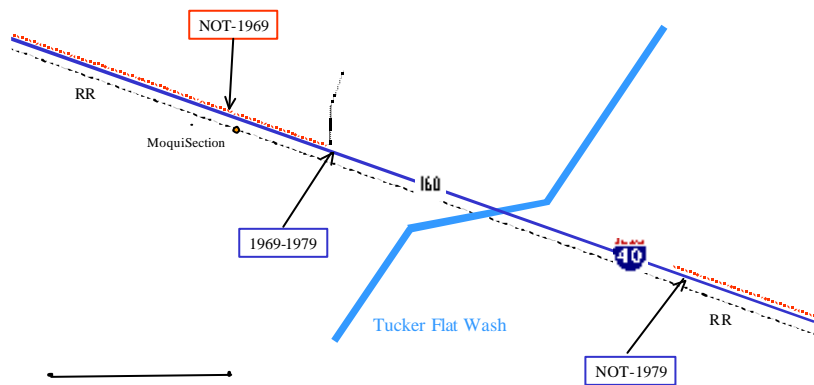
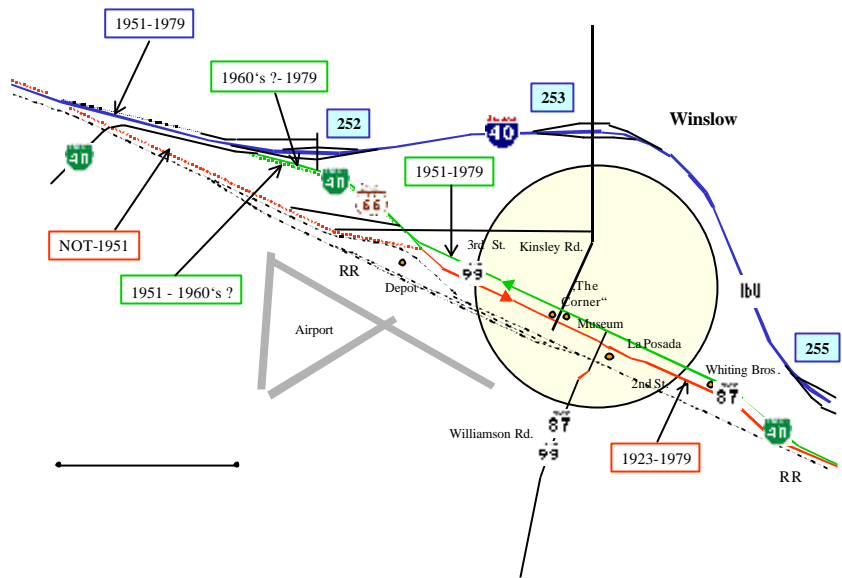


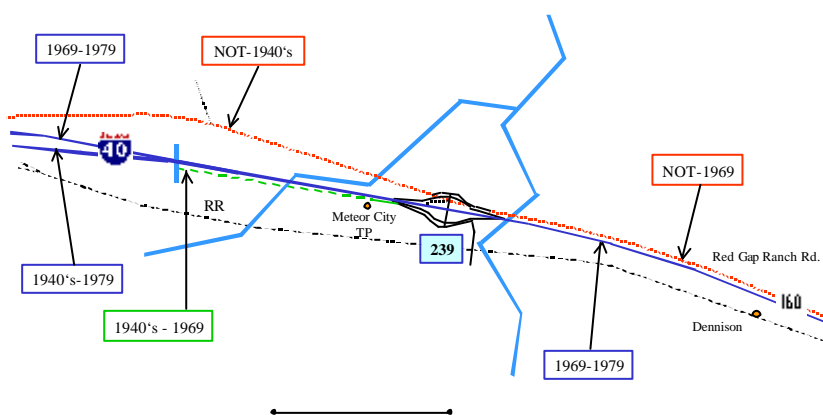
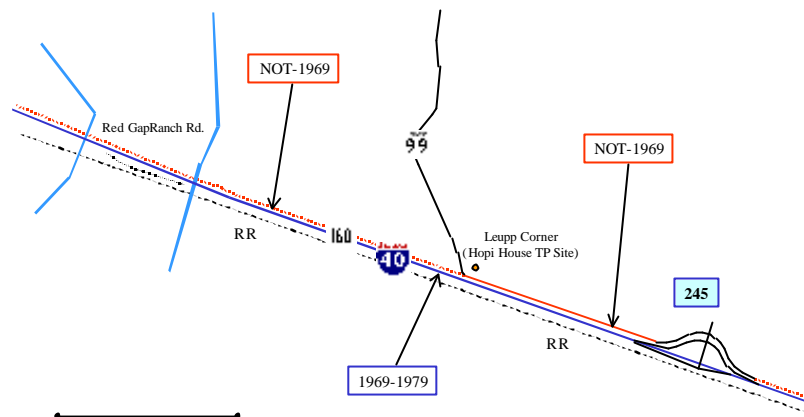


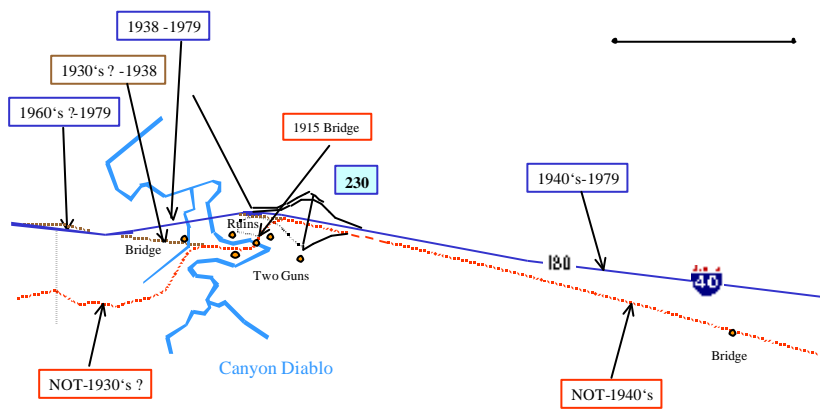
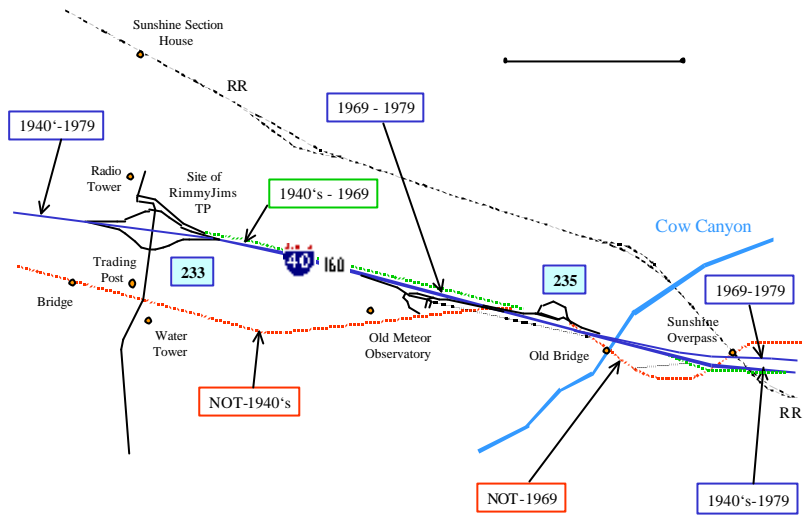


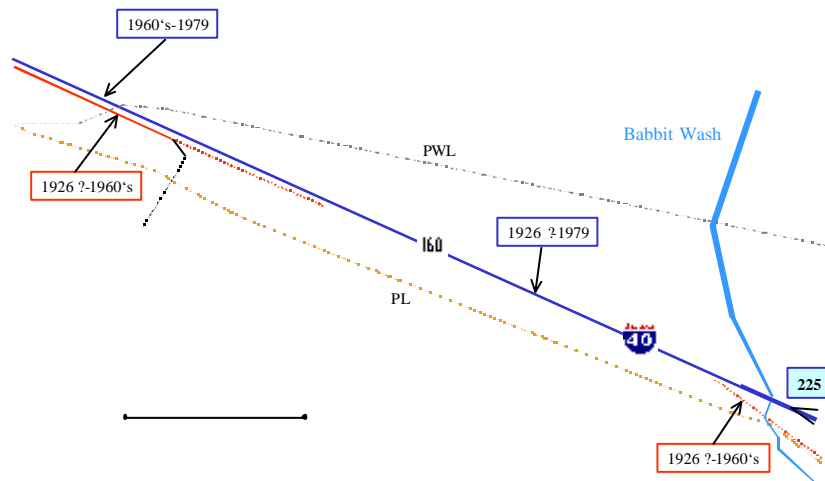
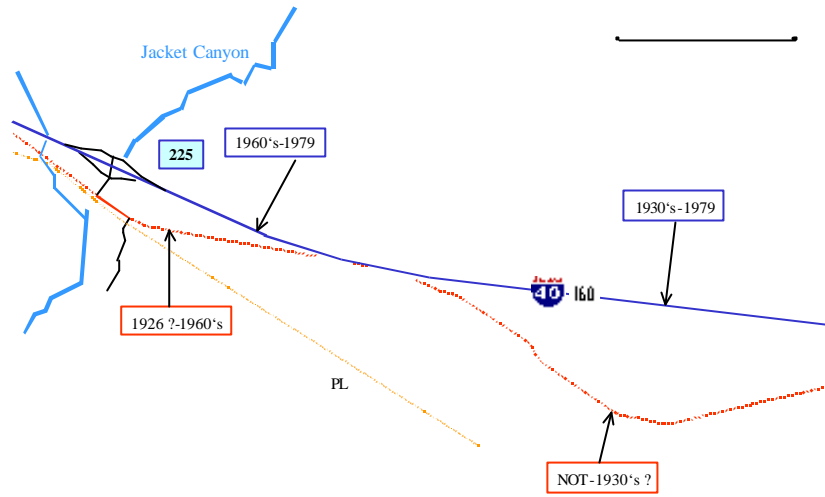


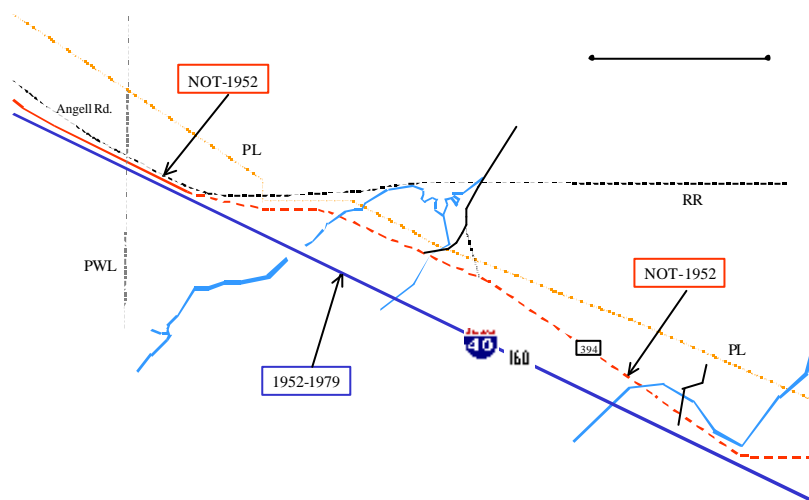
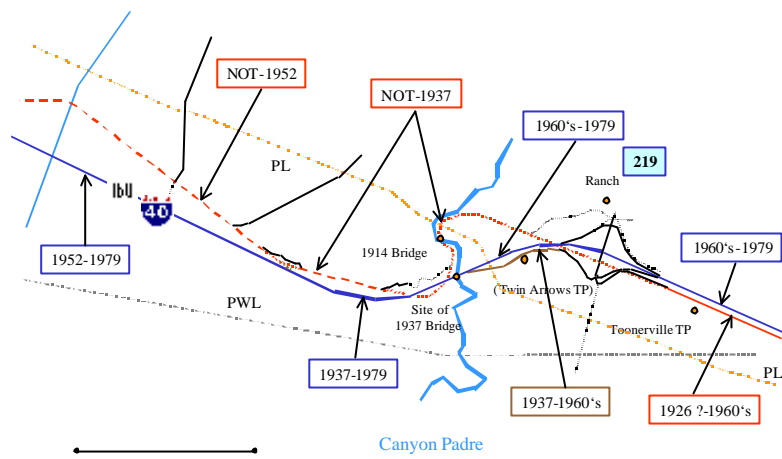


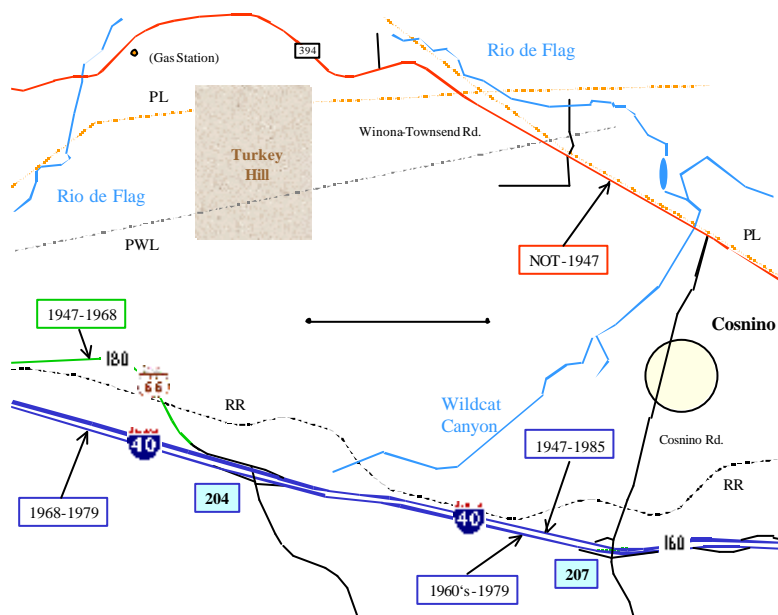
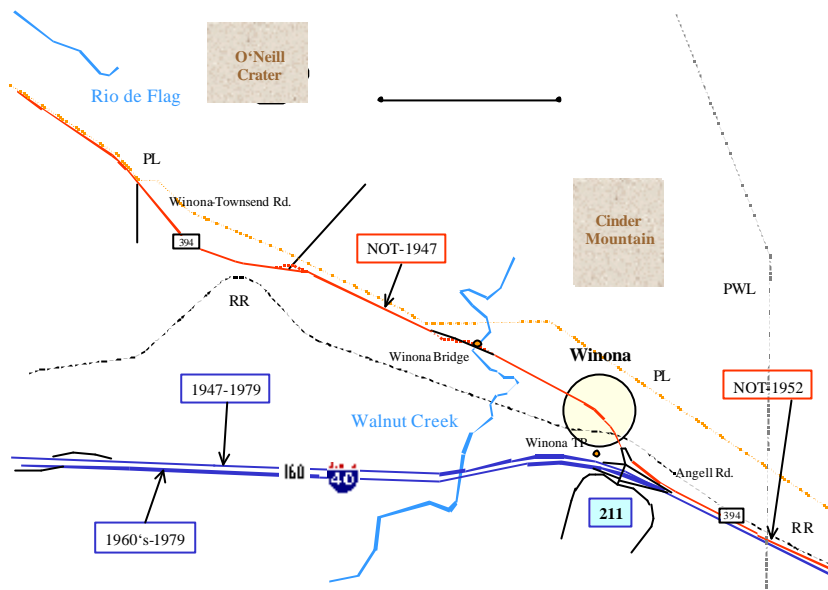


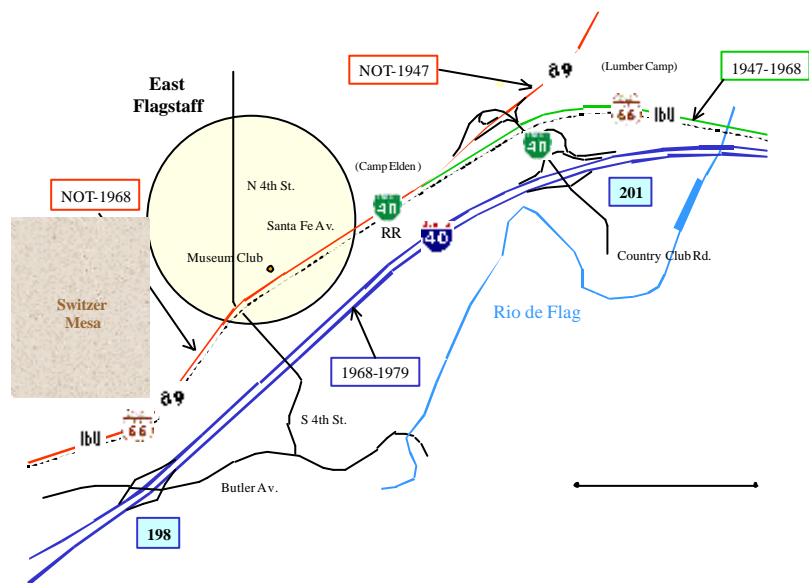
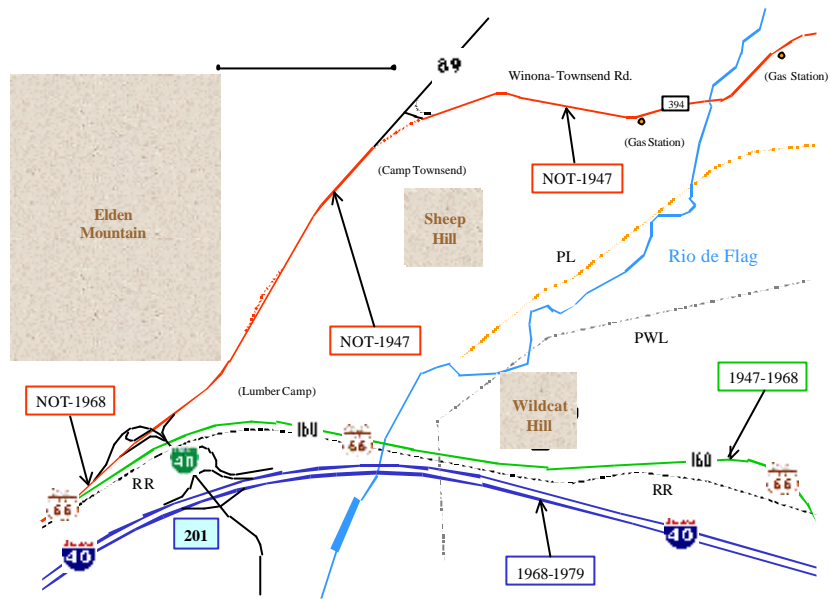


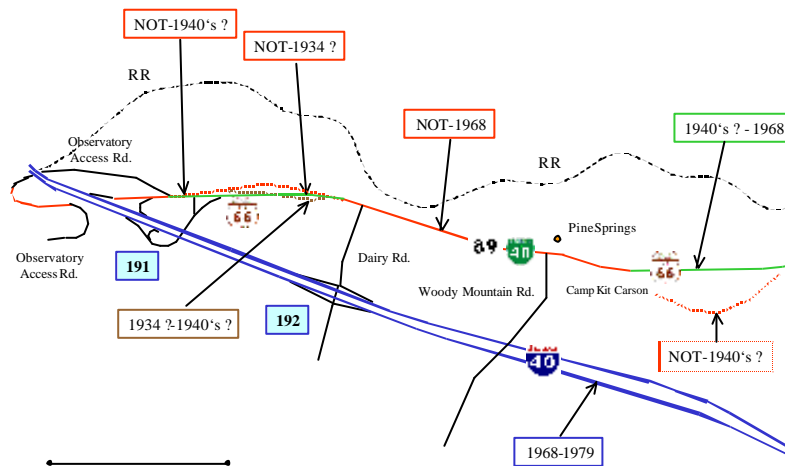
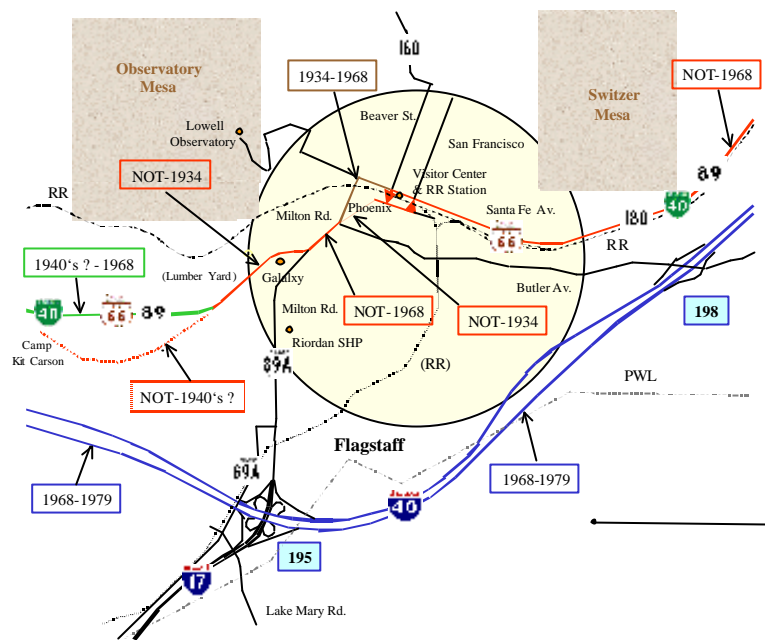


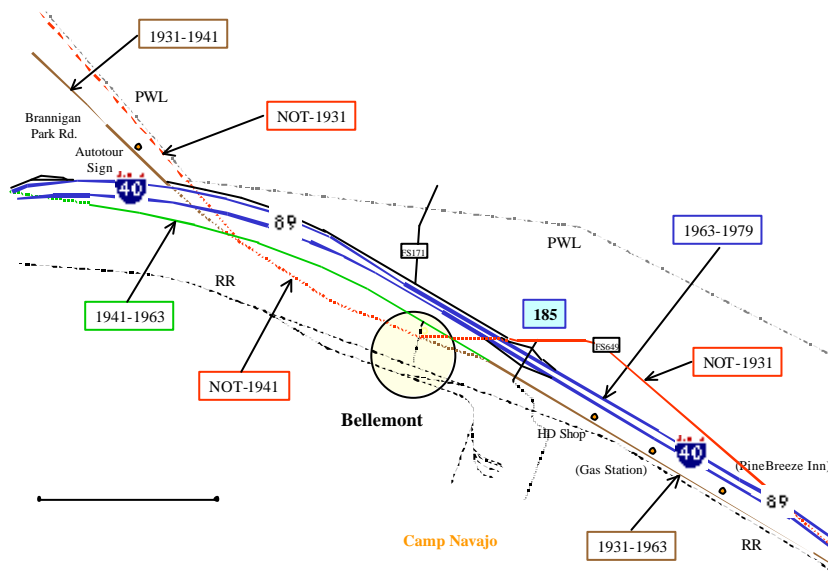
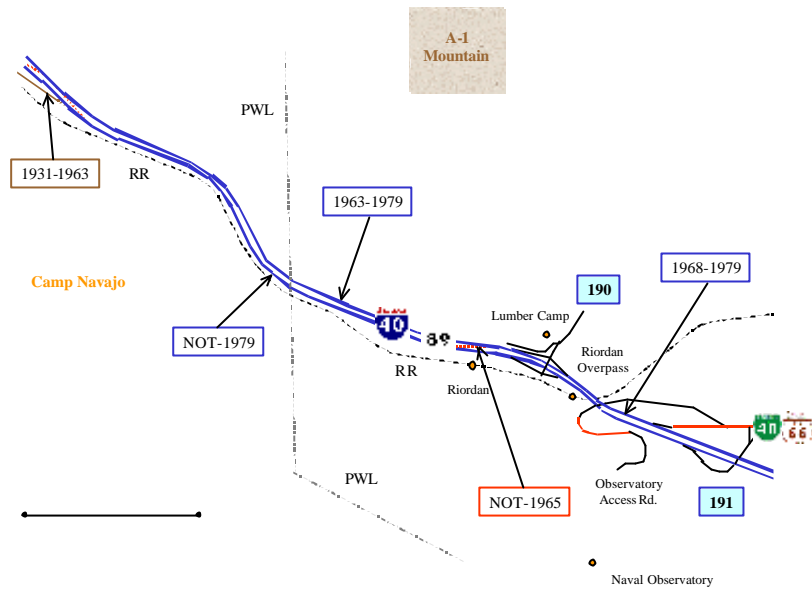


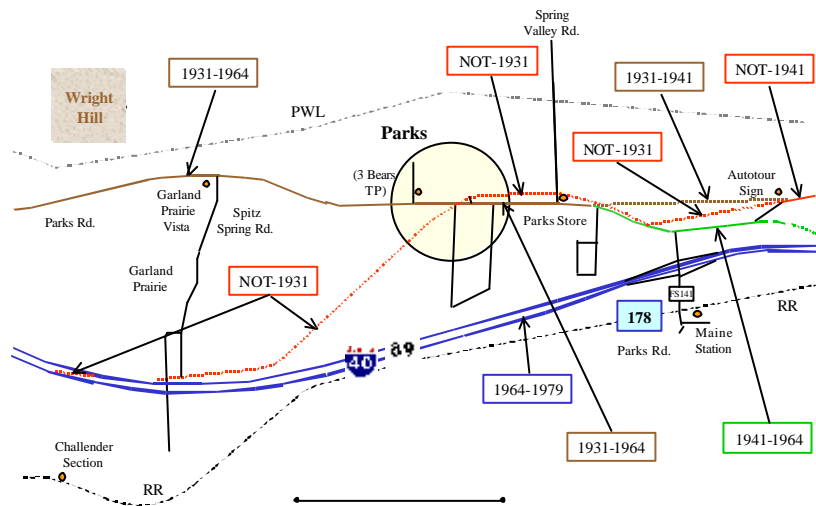
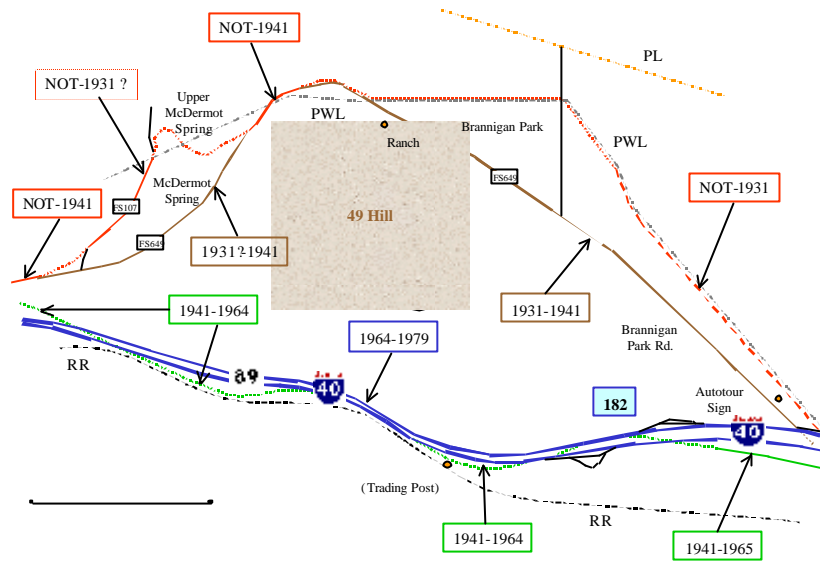


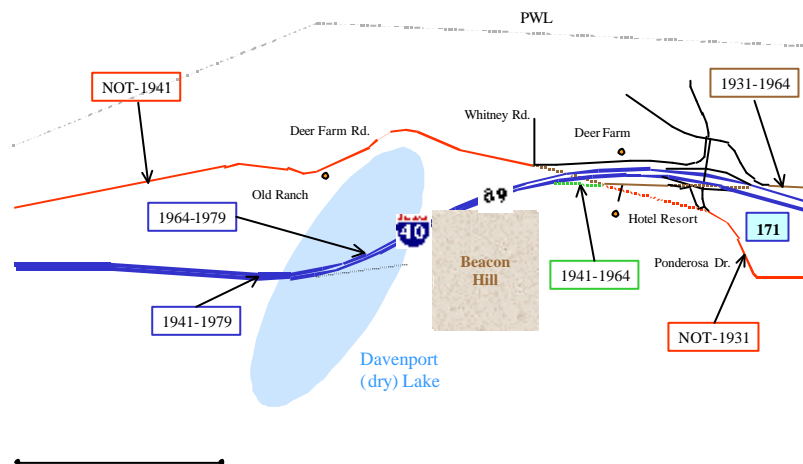
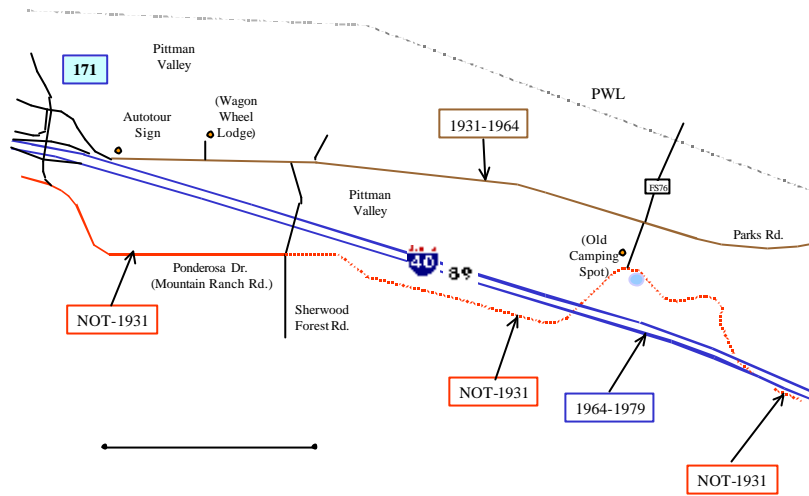


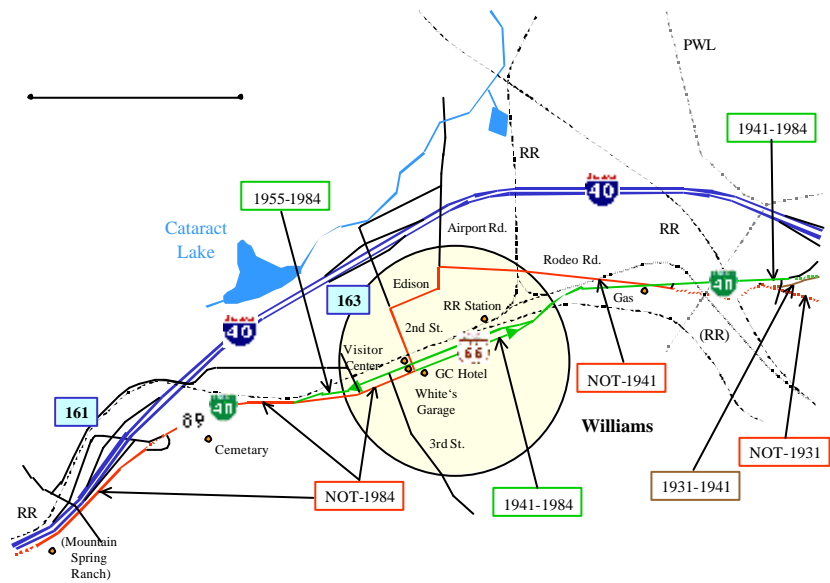
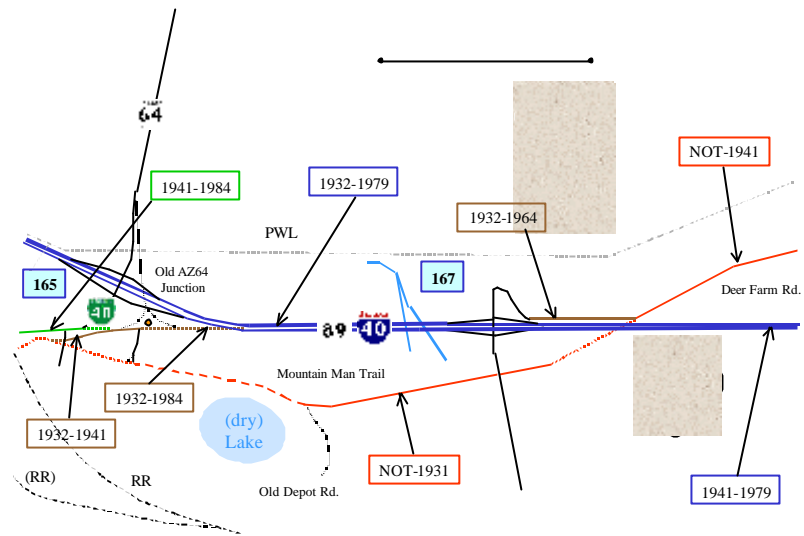


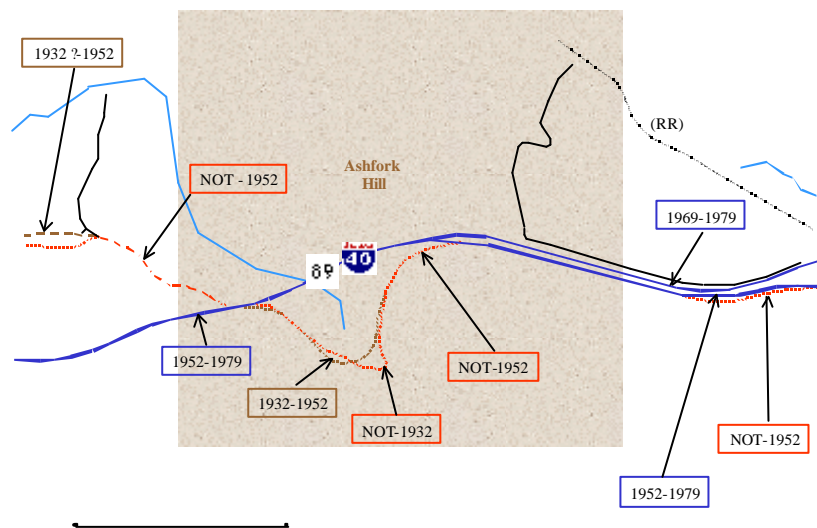
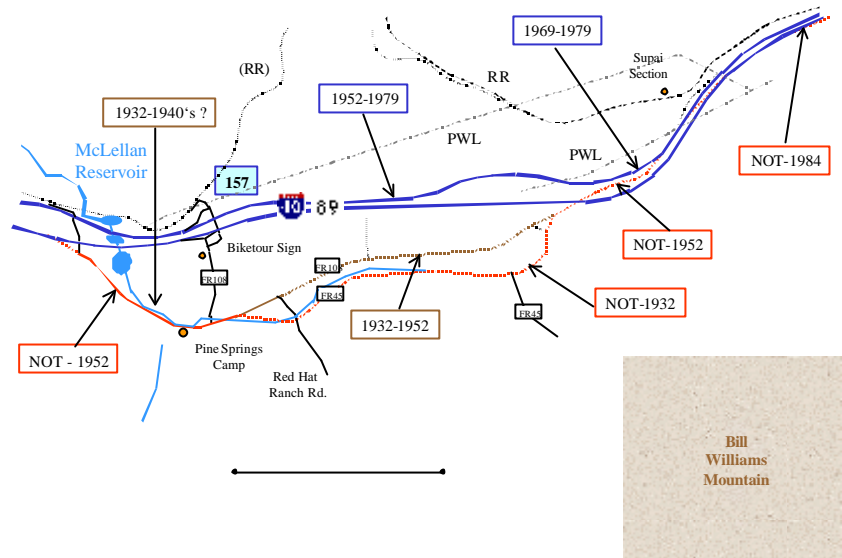


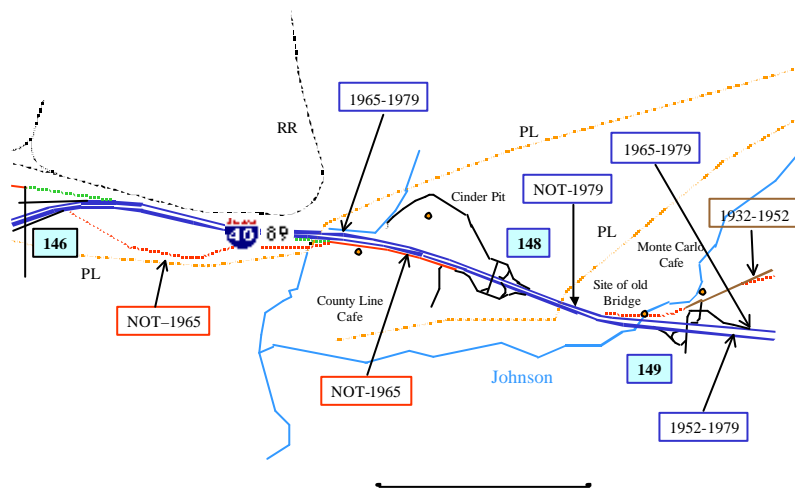
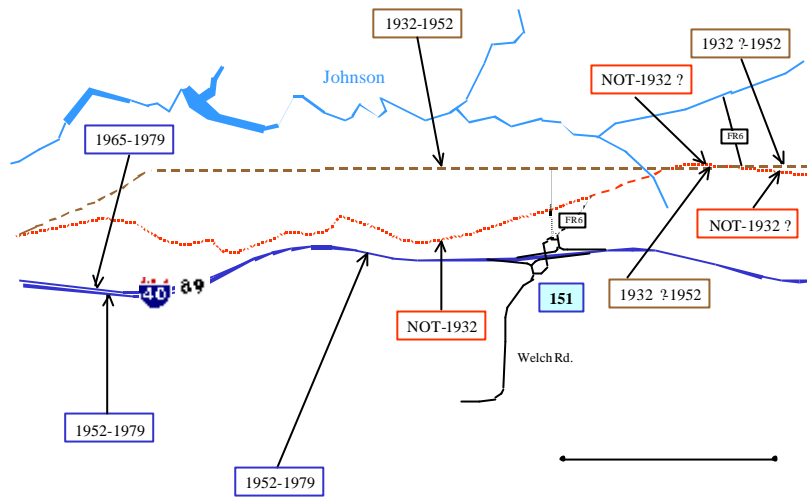


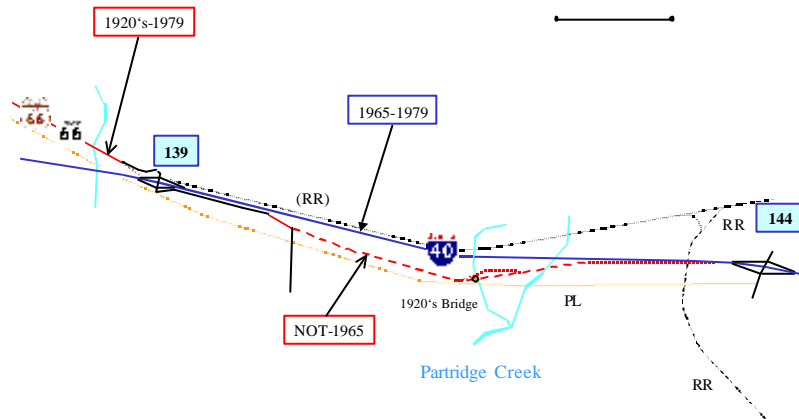
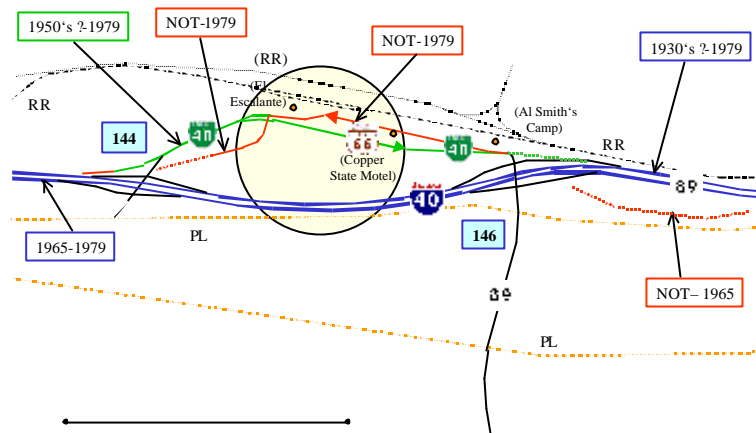


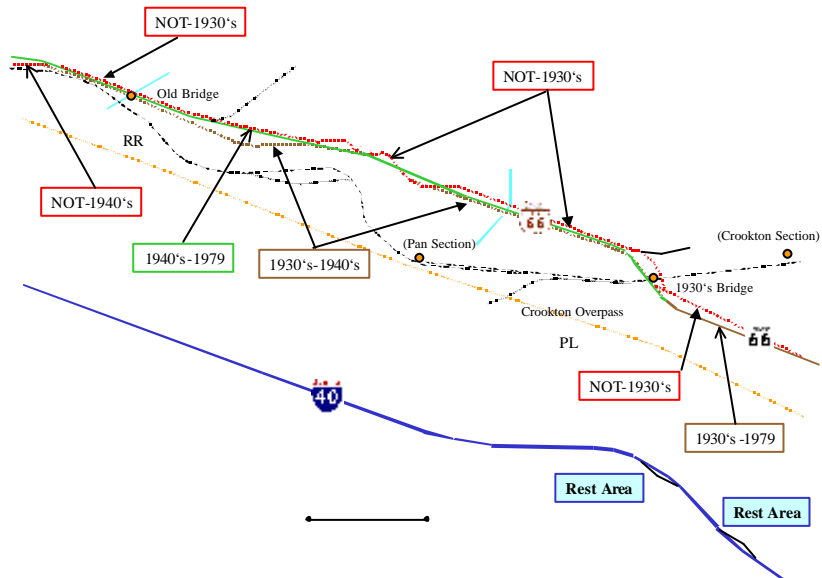
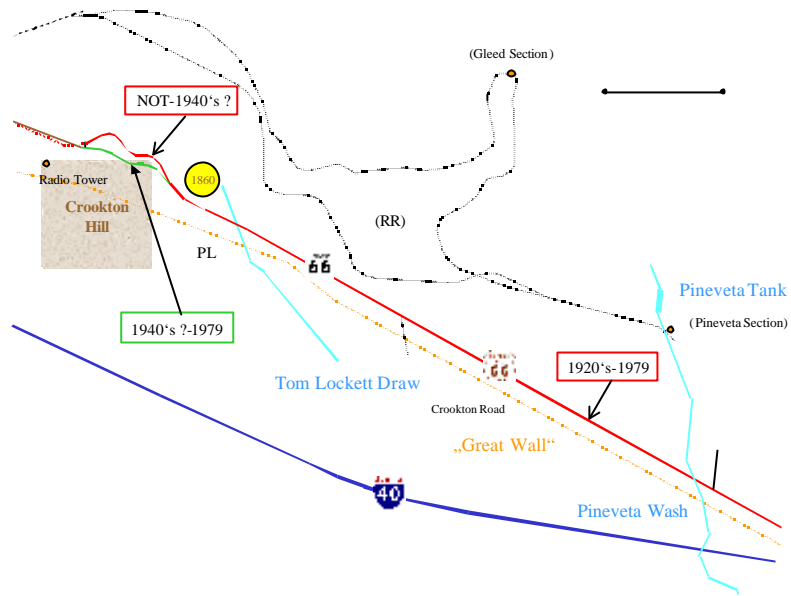


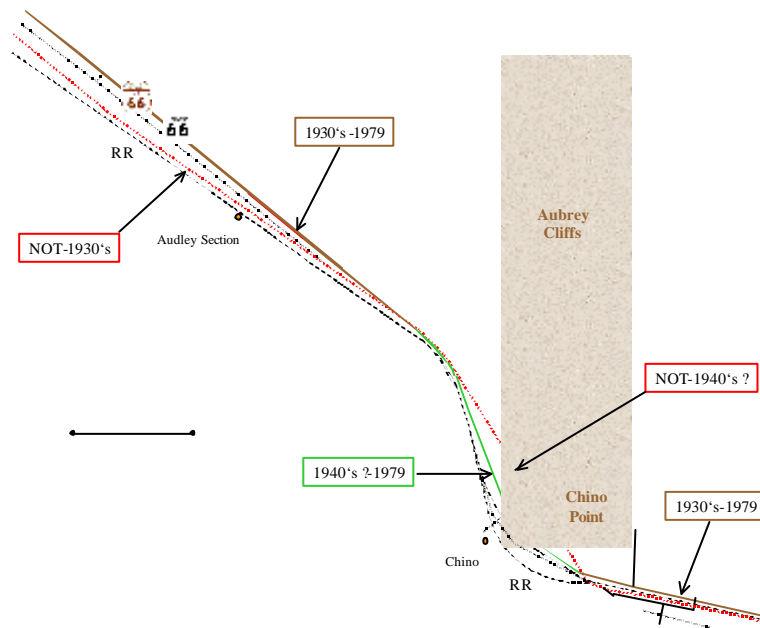
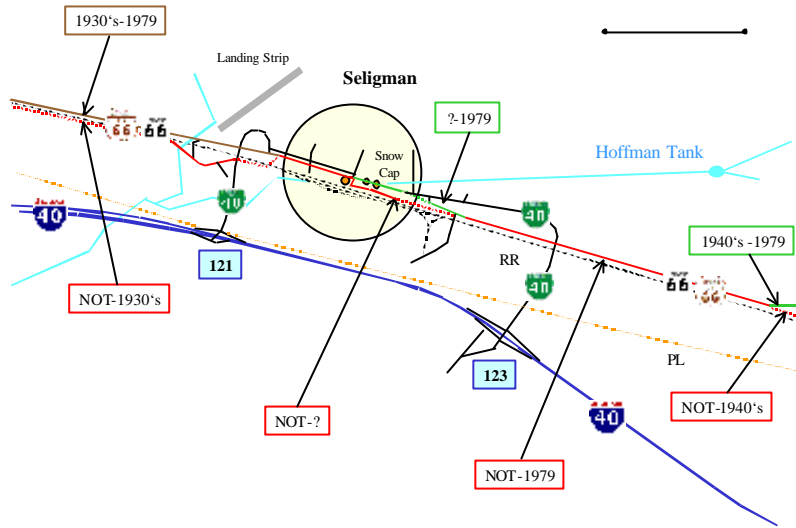


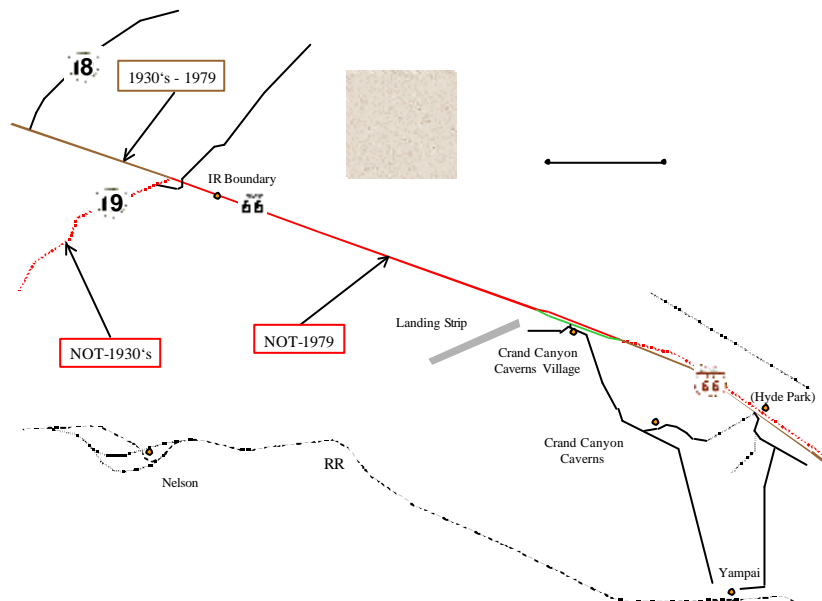
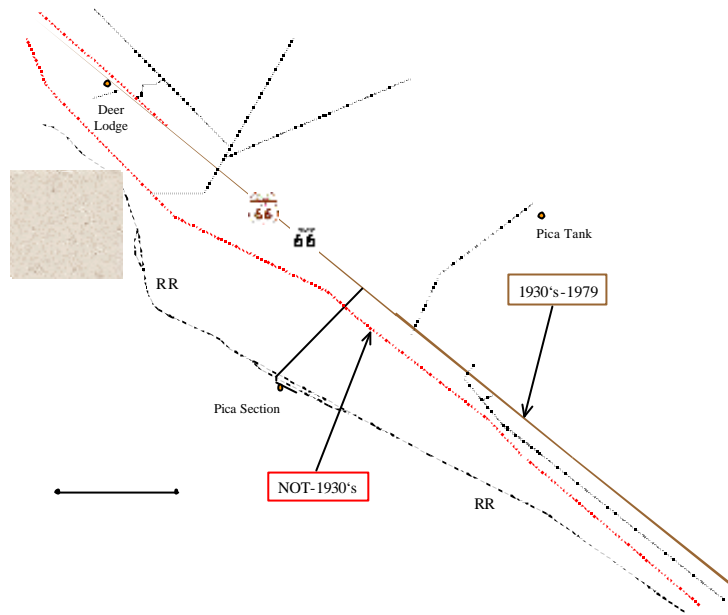


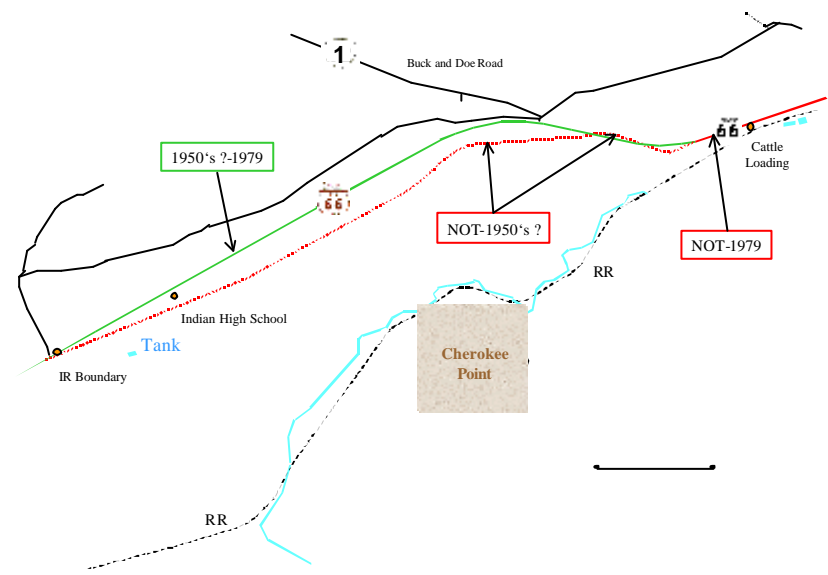
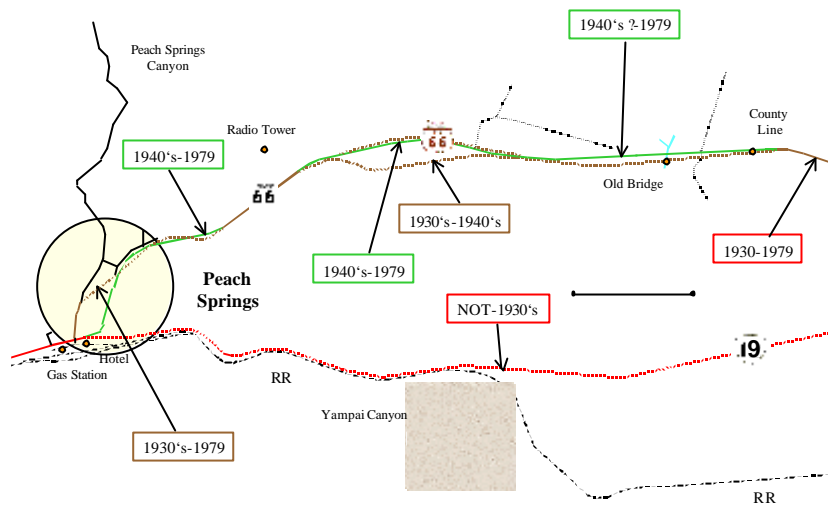


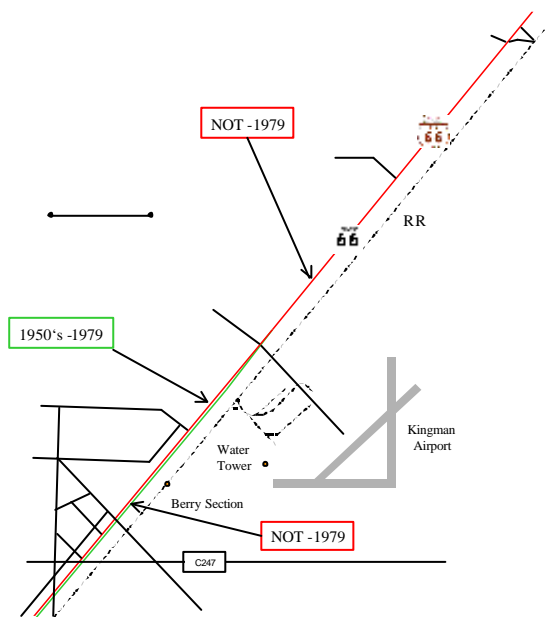
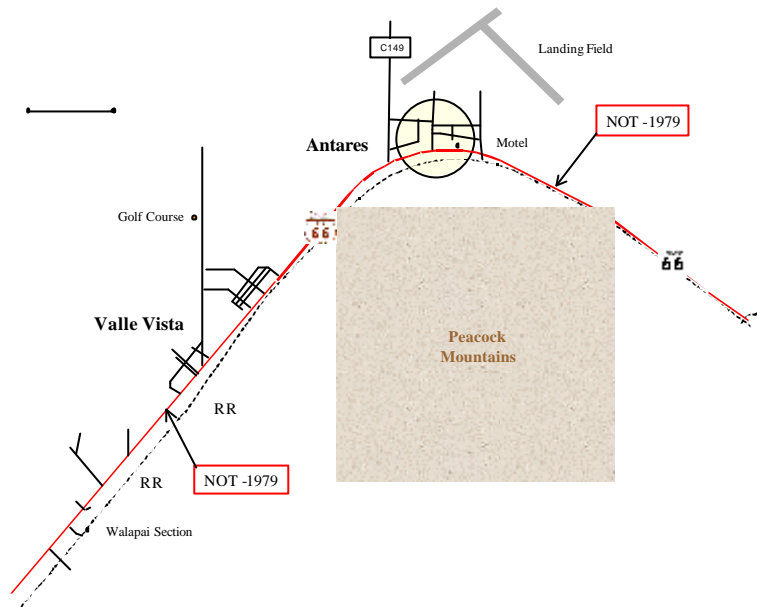


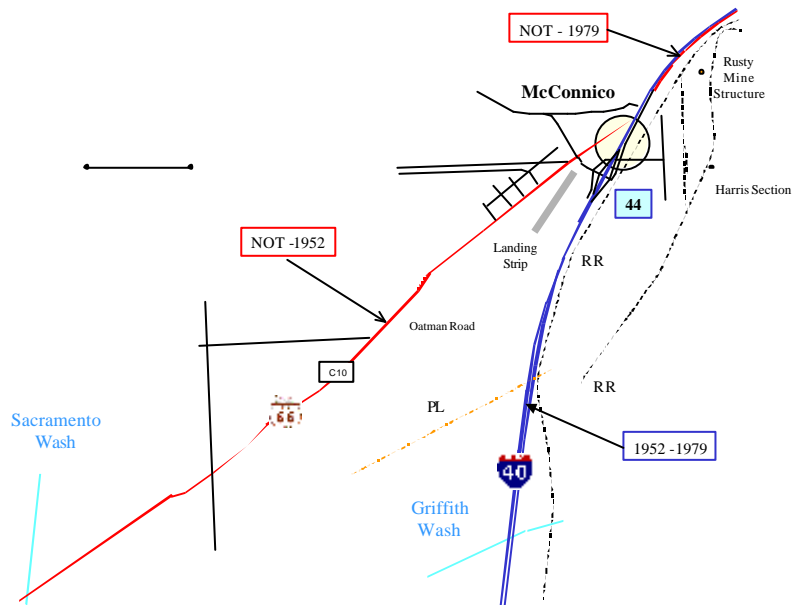
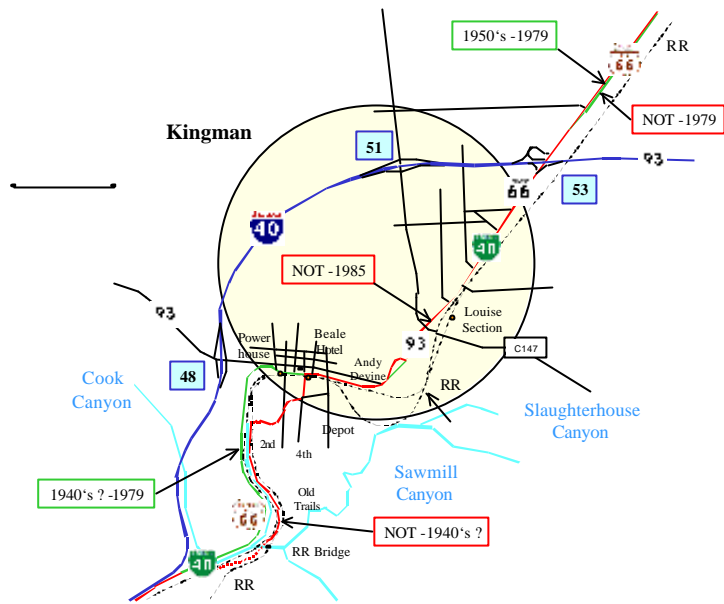


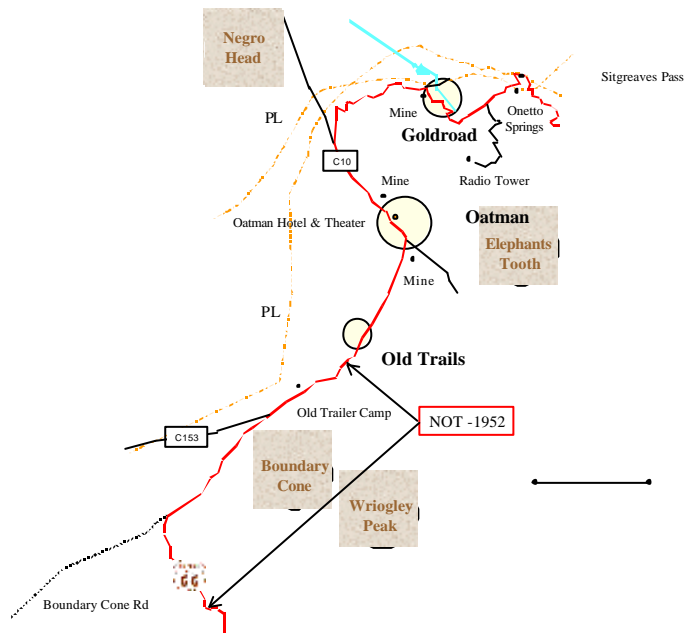
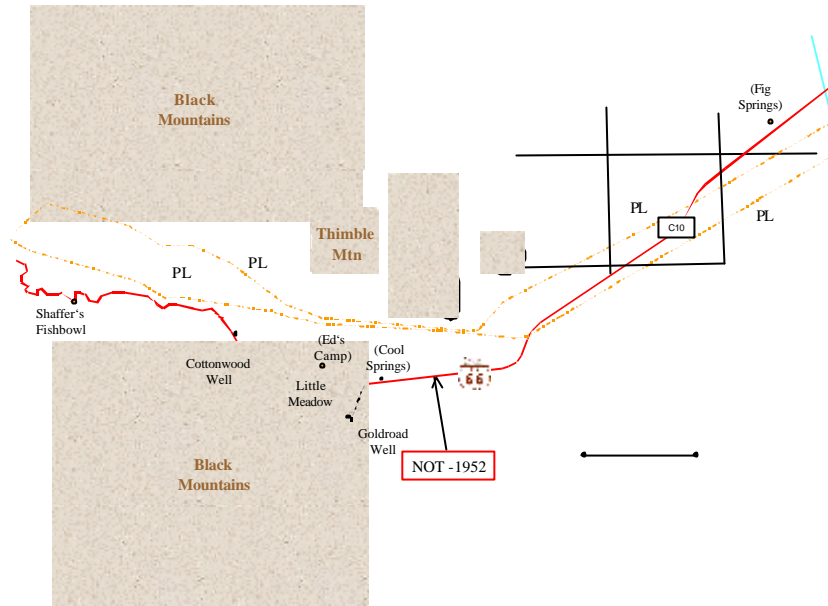


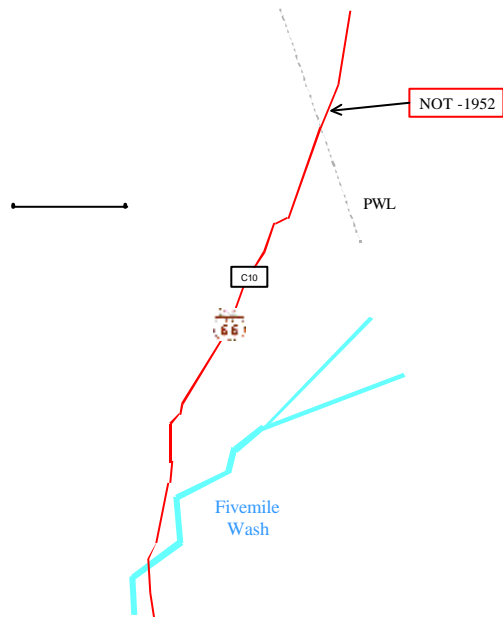
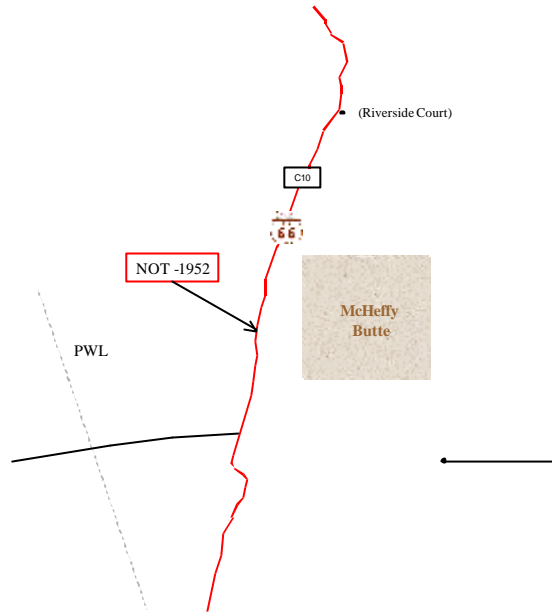


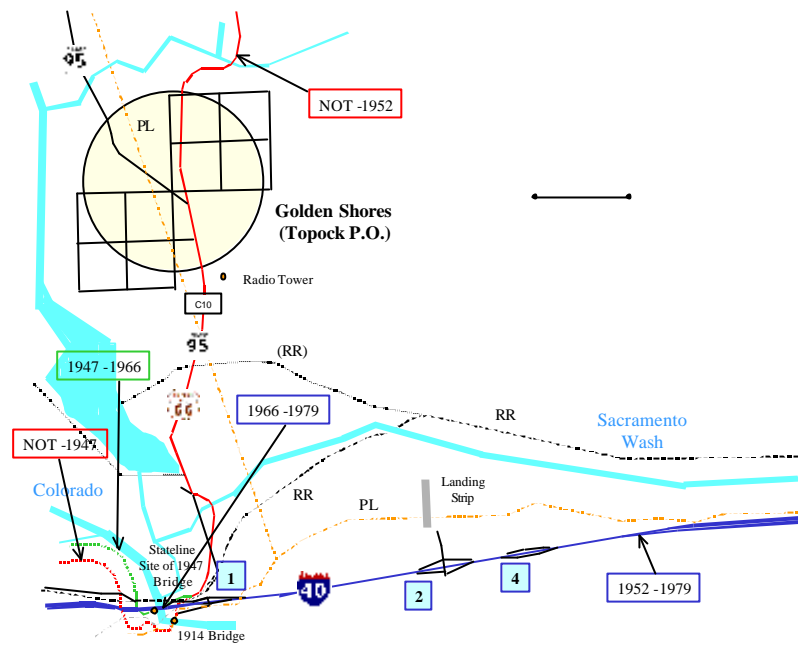












The 1952 Yucca-Bypass (eastbound)

